

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4199 VOL CLV

SATURDAY, OCTOBER 11, 1919.

ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



ROYAL INTEREST IN THE HYDE PARK MILK DEPÔT: THE KING AND QUEEN TALKING TO THE O.C. "PETROL POOL."

Their Majesties began their motor-car journey from Balmoral to London during the strike, at 8.30 on the morning of October 3, and, after spending the night at Lowther Castle, arrived at Buckingham Palace at 6.25 on the Saturday evening. The length of the journey was 547 miles. On the Monday afternoon they visited

the Milk Supply Depôt in Hyde Park to see the organisation which was so great a success. At the Y.M.C.A. hut, her Majesty assisted in serving tea and coffee to the soldier-helpers, and there was a great rush of customers who were anxious to be served by the Queen in person.

PHOTOGRAPH BY C.N.



By G. K. CHESTERTON.

THE other day I came upon a suggestive phrase in reading a very valuable little book by Mr. G. R. Stirling Taylor, "The Guild State: Its Principles and Possibilities," recently published by Messrs. George Allen and Unwin. The book itself would be worthy of fuller notice than I can give it here. Even those who entirely disagree with it will find it a very clear, compact, and picturesque

statement of one theory of reconstruction. Many educated people, I think, will find some difficulty in deciding whether they disagree with it or not. Those who think in labels will wonder whether it is reactionary or revolutionary. Those who think in realities will respect it for being both. It contains many excellent phrases, about which one might write a good deal. For instance, Mr. Taylor says, in answer to those who dismiss mediaevalism as a mere romance of the imagination, "It requires more im-

agination to dismiss Chartres Cathedral and Westminster Abbey than to accept them." Or again, he says of the historical dons whose works have created most of the modern version of the past, "They are as much obsessed with the present moment and its ideals as the lightest-hearted lady at the lightest of balls." It would be almost worth while writing merely in order to mention those two important truths. But the opinion which arrested my attention, in the present case, is one to this effect: that in the age of the guilds the great part of politics was private business. "It was a matter of the serious practical affairs of everyday life—not the discussion of vague sentimentalities, which newspaper editors now call politics." In short, the lively local government of mediaeval times gave men a particular kind of liberty which they have now almost entirely lost. It was the right to manage their own affairs, in the vivid and vulgar sense of a right to mind their own business. These mediaeval men, mocked by the moderns for their fanaticism and fantastic superstition, really had something of which the newspapers are perpetually giving us the name and not the fact.



A FAMOUS EDITOR, AND JOINT DIRECTOR OF THE PRESS BUREAU: THE LATE SIR EDWARD T. COOK. Sir Edward T. Cook was well known both as newspaper editor and littérateur. In 1889 he became editor of the "Pall Mall Gazette," in 1892 of the "Westminster Gazette," and in 1895 of the "Daily News." In 1901 he joined the "Daily Chronicle" staff. He collaborated with Mr. Alexander Wedderburn in a monumental edition of Ruskin, and was the author of "Delane of the 'Times'" and "Literary Recreations." During the war he was Joint-Director of the Press Bureau. He was knighted in 1912, and made a K.B.E. in 1917.

Photograph by Elliott and Fry.

agination to dismiss Chartres Cathedral and Westminster Abbey than to accept them." Or again, he says of the historical dons whose works have created most of the modern version of the past, "They are as much obsessed with the present moment and its ideals as the lightest-hearted lady at the lightest of balls." It would be almost worth while writing merely in order to mention those two important truths. But the opinion which arrested my attention, in the present case, is one to this effect: that in the age of the guilds the great part of politics was private business. "It was a matter of the serious practical affairs of everyday life—not the discussion of vague sentimentalities, which newspaper editors now call politics." In short, the lively local government of mediaeval times gave men a particular kind of liberty which they have now almost entirely lost. It was the right to manage their own affairs, in the vivid and vulgar sense of a right to mind their own business. These mediaeval men, mocked by the moderns for their fanaticism and fantastic superstition, really had something of which the newspapers are perpetually giving us the name and not the fact.

Now, whether or no this be fully accepted as a truth, it may well be accepted as a test. It can serve as a sort of corrective measure by which many constitutions, new and old, conservative and revolutionary, may be judged at least experimentally. For instance, it clarifies the real case against the Soviet system as apparently applied in Russia. And the simple case against the Bolshevik theory seems to be that it puts the worst

government at the top and the best government at the bottom. The small local Soviet seems to be, or is supposed to be, something like a small guild government more or less in the mediaeval style. And there is a case for saying that a guild government is literally a business government—that is, it is a trade government. But, though it would seem to be in theory the best thing in the world, it also seems to be in practice the weakest thing in the system. For the higher we rise in the hierarchy to the dominant powers in the constitution, the more we find it loaded with a type of oligarchic oppression which is actually the flat contrary of democracy. The Bolsheviks, by most accounts, have had all the higher councils elected by the lower ones, making a sort of ladder—the sort of ladder it must certainly be unlucky to walk under. In other words, the lesser parliaments elect the higher parliaments, up to the highest power in the State—which is thus representative at about ten removes. If this is really true, it is not surprising if the highest power in the State is an appalling tyranny. When we consider how hard it is to get any representatives to represent, we can imagine how much control there can be

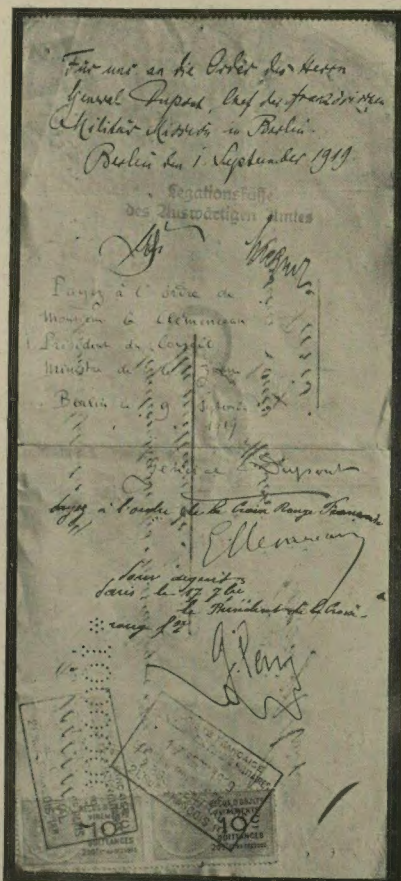
over the representative of a representative of a representative. Anyone who has worked in a modern Parliamentary election knows that the most lamentable part of it is the person who is elected. Sometimes it seems as if everybody knew how to speak on the platform, except the man who is being sent to speak in the Parliament. The candidate often seems like a sort of wooden idol, with his livelier worshippers carrying him about and dancing round him. But if this is a wooden idol made by men, what sort of a nightmare vision must we have of a wooden idol made by wooden idols? This is, perhaps, the heaviest of all the charges against abstract Bolshevism; but it will be noted that it is really a charge of outrageous and preposterous parliamentarism. It is brutal, it is monstrous, it is as mad or bad as anyone can call it. But it is not an extravagance of mediaeval guilds or even local Soviets. It is rather an extravagant extension of modern representative government.



TO BE AUSTRIAN AMBASSADOR IN LONDON? SLATIN PASHA.

The Zurich correspondent of the Paris "Matin" states that Slatin Pasha will be the Austrian Ambassador to this country. Slatin Pasha, who was born in Vienna, was formerly in the British service as Inspector of the Soudan, was an honorary Major-General in the British Army, and was a Lieutenant-General in the Egyptian Army. He renounced these appointments on the outbreak of war, but he did not bear arms during the fighting, contenting himself with working for the welfare of the British Red Cross prisoners in Austrian camps.

Photograph by Elliott and Fry.



GERMAN REPARATION FOR THE MURDER OF THE FRENCH SERGEANT MANNHEIM: THE BACK OF THE CHEQUE FOR A MILLION FRANCS—ENDORSED BY M. CLEMENCEAU, GENERAL DUFONT, AND GENERAL PAU. The cheque is drawn to the order of the counting-house of the Legation of the Office of Foreign Affairs of Berlin, by the Deutsch Bank, on M. Louis Hirsch. On the back, here reproduced, are the order of payment to General Dupont, head of the French Military Mission in Berlin; the endorsements by General Dupont and M. Clemenceau; and the receipt signed by General Pau, President of the French Red Cross.

In that sense Bolshevism, so far from being a reform or revolution, would seem to be a mere fermentation of what is stalest and most decayed in our own society. But a real problem is raised, even by the milder form in which it exists in our own society. And the most practical example of the problem is that which Mr. Taylor calls "private business." Modern industrialism may have made itself democratic, if we merely mean by that that the democracy is formally consulted about a great many things, including a great many things that it does not understand. The point is that it is not consulted about the things that it does understand. For it is not asked at all whether it would like the daily life of its own civilisation altered or not. It is not asked, for instance, whether it would like its villages turned into suburbs. It is not asked whether its local shopkeepers should have their trade extinguished by the great stores of the great cities. It is not asked whether it would like its own English landscape littered with advertisements. I do not profess to say how the question would be answered; I only say the question is not asked. The things we vote on are very seldom the things we see and smell and eat and drink and do. These are more and more controlled by vast and vague central forces, at once autocratic and anonymous. This is the real modern problem, which has nothing to do with utopias; and until it is solved there will be a real satire in self-government for men who are invited to govern everything except themselves.

THE VICTOR OF PALESTINE AND SYRIA RECEIVING THE FREEDOM OF THE CITY: AT THE GUILDHALL.

PHOTOGRAPH BY G.P.U.



FIELD-MARSHAL ALLENBY RECEIVING THE FREEDOM OF THE CITY OF LONDON: THE HISTORIC SCENE ON OCTOBER 7, 1919.

Field-Marshal Allenby, who won the highest rank in the British Army and a Viscounty for his brilliant work in Palestine and Syria, was further honoured on October 7, when he was admitted to the Freedom of the City of London and presented with a Sword of Honour. The customary ceremonial was followed, with the Order of the Court that the recipient of the Freedom would

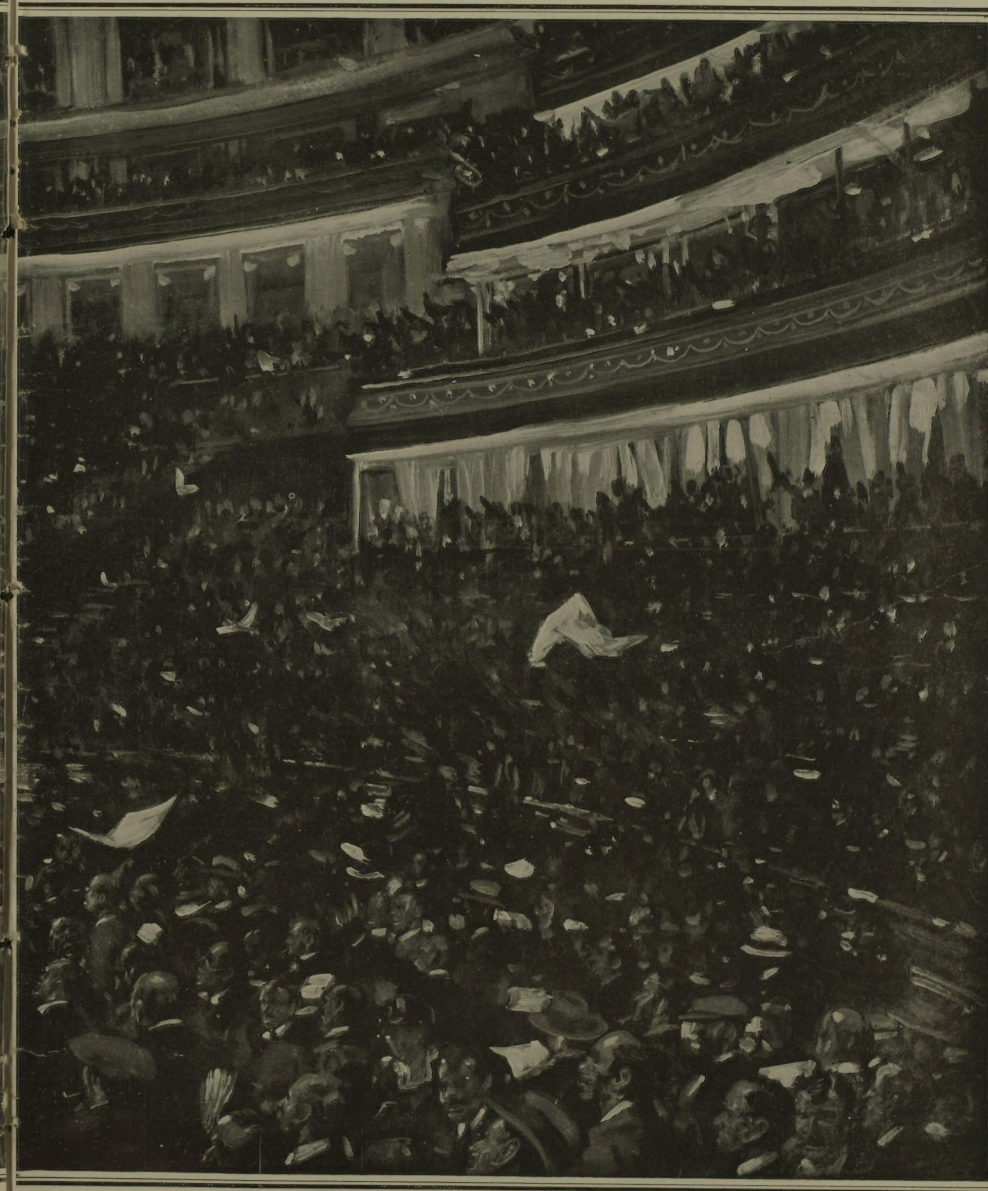
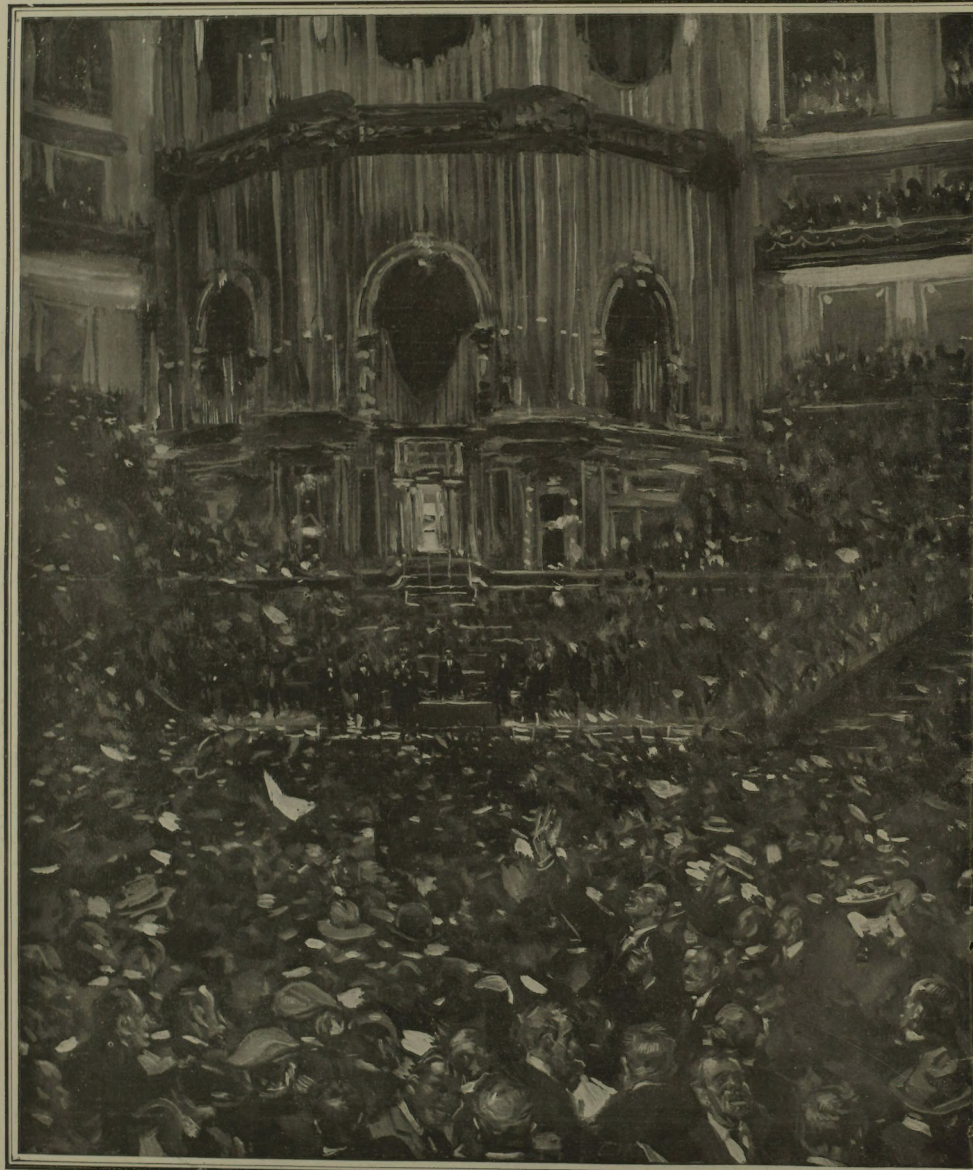
"pay his lot and bear his scot, and so they all say." In his speech the Field-Marshal gave some interesting details of his campaign. On the right-hand side of the table, looking at the photograph, will be noted Mr. Lloyd George; the Archbishop of Canterbury; the Emir Feisul; Lord Reading and Field-Marshal Lord Haig (in the second row); and Mr. Bonar Law.

"AN HONOURABLE SETTLEMENT": MR. J. H. THOMAS

DRAWN BY OUR SPECIAL

ANNOUNCING THE END OF THE RAILWAY STRIKE.

ARTIST, STEVIN SPURRIER.



THE SETTLEMENT OF THE RAILWAY STRIKE ANNOUNCED AT A MASS MEETING OF THE

Mr. J. H. Thomas, M.P., General Secretary of the National Union of Railwaymen, announced the terms of settlement of the railway strike at a mass meeting of the N.U.R. held at the Albert Hall on Sunday evening, October 5, shortly after the decision had been reached. Mr. C. T. Cramp, President of the N.U.R., was in the chair. There was a scene of enthusiasm among the audience when the announcement was made. Mr. Thomas emphasised the fact that it had been an industrial, and not a political, dispute. "I recognise," he said, "that citizenship is greater than any sectional interest, and therefore, when the fight began, I determined to make it a struggle on a purely economic question. The railwaymen have no quarrel with the Con-

N.U.R. AT THE ALBERT HALL: THE AUDIENCE CHEERING MR. J. H. THOMAS, M.P.

sitution of the country, but, although only nominally servants of the Government, they are as much entitled to demand from the Government the same fair conditions of labour as workers are entitled to demand from any private employer. . . . The settlement that I submit to you to-night is, in my judgment, an honourable settlement and a credit to both sides. However much we may have disagreed, we are unanimously of opinion that it was due to the Prime Minister's efforts, and not to some of his colleagues, that a settlement was reached. . . . We have not got a victory in the sense that the Germans were beaten. We did not want to defeat the Government."—[Drawing Copyrighted in the United States and Canada.]

WHO INVENTED THE TANK? NINE OF THE BOUNTY-CLAIMANTS.

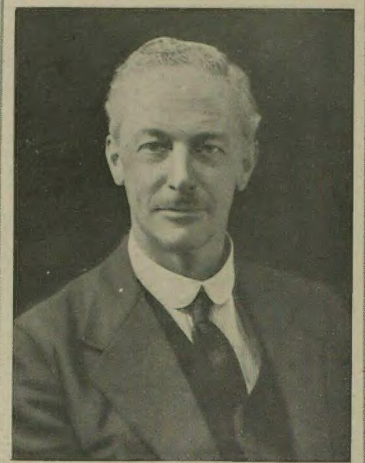
PHOTOGRAPHS BY TOPICAL, L.N.A., RUSSELL, AND BALDWIN.



AN OFFICIAL OF THE MINISTRY OF MUNITIONS: SIR WILLIAM TRITTON, OF MESSRS. TRITTON, FOSTER, AND CO. LINCOLN.



FORMERLY SUPERINTENDENT OF AIRCRAFT CONSTRUCTION: COMMODORE M. F. SUTER, R.N.



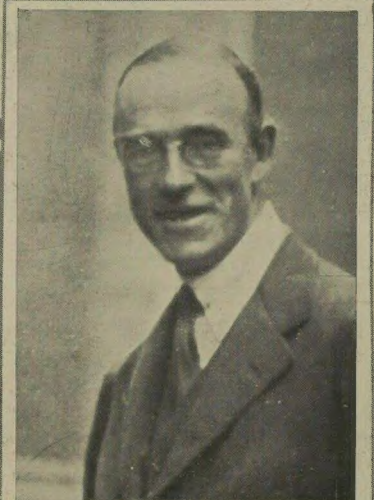
DIRECTOR OF NAVAL CONSTRUCTION TO THE ADMIRALTY: SIR E. H. TENNYSON D'EYNCOURT.



ONE OF THE CLAIMANTS IN CONNECTION WITH THE INVENTION OF TANKS: COMMANDER PERRIN



THE OFFICIAL "EYE-WITNESS" IN THE EARLY STAGES OF THE WAR: MAJOR-GENERAL E. D. SWINTON.



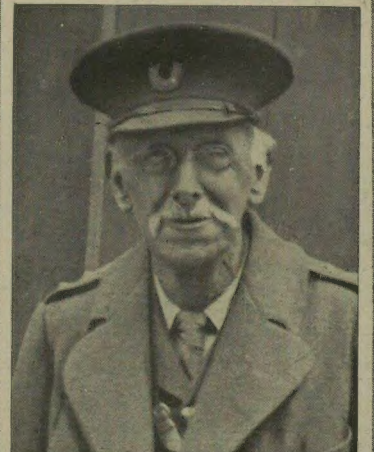
ONE OF THE CLAIMANTS IN CONNECTION WITH THE INVENTION OF TANKS: COMMANDER BARRY.



AN ORIGINAL MEMBER OF THE R.F.C. ON ITS FORMATION IN 1912: LIEUT.-COLONEL T. G. HETHERINGTON.



AN OFFICER OF THE ROYAL AIR FORCE AMONG THE CLAIMANTS: WING-COMMANDER BOOTHBY.



ONE OF THE CLAIMANTS (JOINTLY WITH MR LE GROS) CONNECTED WITH THE EVOLUTION OF TANKS: COLONEL CROMPTON, R.E.

As usual in the case of inventions, there has long been discussion as to the origin of Tanks. The settlement of the question has been entrusted to the Royal Commission on Awards to Inventors, and the hearing opened at Lincoln's Inn on October 6. Claims for inventions used in the evolution of the Tank were put forward by eleven inventors—namely, those whose portraits appear above, and, in addition, Mr. A. C. Nesfield and Mr. R. F. Macfie, late R.N.V.R. It may be recalled that in 1916 Mr. Lloyd George said

in Parliament: "Mr. d'Eyncourt, who is the Chief Naval Constructor of the Admiralty, had probably the greatest share in the matter of designing this formidable weapon. Then I ought, perhaps, to have mentioned Sir Maurice Hankey, Secretary of the War Committee, to whom we are very considerably indebted for the first suggestion; but these suggestions would never have fructified had it not been for Mr. Churchill. . . . Colonel Swinton has been an enthusiastic promoter of the idea. The same thing applies to Colonel Stern."

CHURNS AND SEARCHLIGHTS: LONDON'S MILK IN HYDE PARK AT NIGHT.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



UNLOADING MILK WITH THE AID OF A SEARCHLIGHT IN HYDE PARK: REMOVING CHURNS FROM A LORRY DURING THE RAILWAY STRIKE.



HYDE PARK AS LONDON'S MILK DISTRIBUTING CENTRE: STRANGE SCENES DURING THE STRIKE—HANDLING CHURNS BY SEARCHLIGHT.

As mentioned under our double page of diagrams illustrating the system of milk distribution in London, organised by the Ministry of Food, Hyde Park was used as a centre and "clearing-house" during the strike. The milk was brought in from the country by motor-lorries, and on reaching the Park was despatched to various centres in London. The Ministry of Food had prepared a "milk map," and the counties from

which milk could be brought to London were parcelled out into districts within a radius of a hundred miles. The whole scheme had been carefully prepared some weeks before in readiness for any such emergency. Many of the lorries arrived in Hyde Park at night, and the work of unloading the churns was done by searchlight. The resulting scenes were strange and picturesque.

MEDIATORS IN THE RAILWAY STRIKE: THIRTEEN OF "THE FOURTEEN."

PHOTOGRAPHS BY BARRATT'S, ELLIOTT AND FRY, RUSSELL, AND L.N.A.



MR. ARTHUR HENDERSON, M.P., SECRETARY OF THE LABOUR PARTY.



MR. R. B. WALKER, ON THE PARLIAMENTARY COMMITTEE OF THE TRADES UNION CONGRESS.



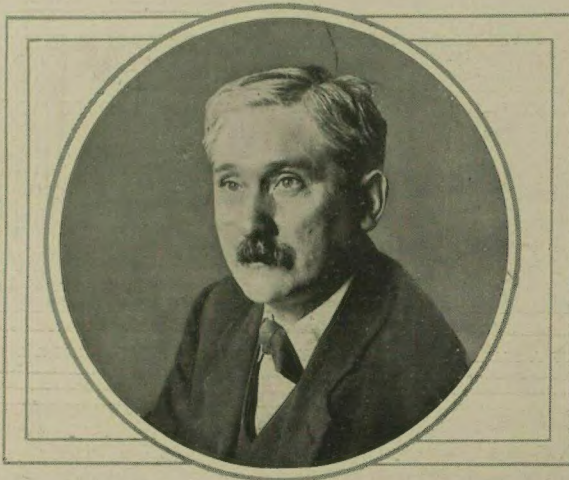
MR. I. R. CLYNES, M.P., PRESIDENT OF THE NATIONAL UNION OF GENERAL WORKERS.



MR. JAMES O'GRADY, M.P., SECRETARY OF THE NATIONAL FEDERATION OF GENERAL WORKERS



MR. ROBERT WILLIAMS, SECRETARY OF THE TRANSPORT WORKERS' FEDERATION



MR. HARRY GOSLING, SECRETARY OF THE AMALGAMATED SOCIETY OF WATERMEN, LIGHTERMEN, AND BARGEMEN; PRESIDENT OF THE NATIONAL TRANSPORT WORKERS' FEDERATION



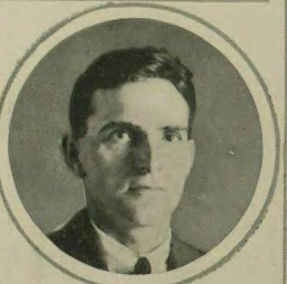
MR. J. T. BROWNIE, PRESIDENT OF THE AMALGAMATED SOCIETY OF ENGINEERS.



MR. ERNEST BEVIN, NATIONAL ORGANISER OF THE DOCKERS' UNION.



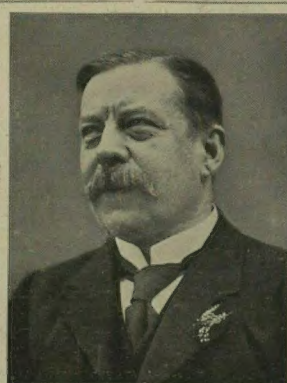
MR. J. W. BOWEN, AN OFFICIAL OF THE POSTAL WORKERS' FEDERATION



MR. FRANK HODGES, SECRETARY OF THE MINERS' FEDERATION OF GREAT BRITAIN



MR. T. E. NAYLOR, SECRETARY OF THE LONDON SOCIETY OF COMPOSITORS.



MR. C. W. BOWERMAN, M.P., SECRETARY, PARLIAMENTARY COMMITTEE, TRADES UNION CONGRESS.



MR. G. H. STUART-BUNNING, VICE-CHAIRMAN, PARLIAMENTARY COMMITTEE, TRADES UNION CONGRESS.

The settlement of the Railway Strike was largely due to the conciliatory efforts of the Committee of Fourteen appointed by the Caxton Hall Conference of trade unions "involved or likely to be involved" in the strike. They represented the Transport Workers' Federation and other leading trade union bodies. When the Transport Workers first summoned the Caxton Hall Conference, it was widely assumed that their object was to bring about a sympathetic strike in other trades to support the railwaymen; but events

showed that, on the contrary, their aim was exactly the reverse—that is, mediation. Throughout the nine days' strike they worked hard, by night and day, to build a "bridge" of agreement between the Government and the N.U.R. When the settlement was announced they were in the Prime Minister's house in Downing Street, and they raised a loud cheer. We give portraits of all the members except Mr. J. Muir, an official of the Electrical Trades Union, whose photograph we were unable to obtain for publication.

EXCEPTIONS TO A VERY ORDERLY STRIKE: HOOLIGANISM IN LONDON.

PHOTOGRAPHS BY FARRINGTON PHOTO CO., CENTRAL PRESS, AND L.N.A.



GUARDED BY MOUNTED POLICE: A FOOD CONVOY APPROACHING KING'S CROSS, WHERE THERE WAS AN ATTEMPT TO HOLD IT UP.



VOLUNTEER WORKERS ATTACKED AT THE YORK ROAD RAILWAY STABLES: ONE LYING INJURED; THREE OTHERS FACING THE MOB.



AN ATTACK ON A GOODS VAN DRIVEN BY A VOLUNTEER AT KING'S CROSS: POLICE PROTECTING THE DRIVER AS HE BRINGS BACK TO THE SHAFTS A HORSE WHOSE TRACES HAD BEEN CUT.



DRIVEN BY VOLUNTEERS AND GUARDED BY POLICE: GOODS VANS LEAVING KING'S CROSS GOODS STATION.



AN ARREST AT KING'S CROSS: A MAN IN CHARGE OF THE POLICE AFTER THE ATTEMPT ON A FOOD CONVOY.

The railway strike, considering its magnitude and extent, was singularly free from acts of violence. Those that did occur were probably not the work of railwaymen themselves, but of hooligans who always take the opportunity to create disturbances on such occasions. We illustrate here an incident at King's Cross Goods Station, where an attempt was

made by the mob to interfere with a food convoy, and a cowardly attack was made on some volunteer workers who were looking after the railway horses at the York Road stables. Such events, unfortunately, are inevitable during a big strike, but this time they were few, and the police were able to deal with the situation.

AFTER WATERLOO AND NOW.

By J. HOLLAND ROSE, Litt.D.

HISTORY is often used as an armoury from which to select weapons suited to a partisan offensive or defensive. Nothing, of course, can be more unjustifiable than such procedure, which turns Clio into a kind of stalking-horse. But very far different is a fair statement of the salient facts of two periods which permits the reader to form his own conclusion. Such is my method here.

Obviously a detailed comparison between the years 1819 and 1919 would be absurd; for, a century ago, Stephenson's steam-engine was little more than a dubious toy used on one of the private lines adjoining Tyneside collieries; and electricity was an awe-inspiring freak. The factory system had sounded the knell of cottage industries; but these still struggled on, not altogether hopelessly except where water-power or coal utterly outpaced the hand and foot of the "manufacturer"—a term which had not yet outgrown its derivational meaning. Consequently, neither industry nor population showed signs of attaining the extreme centralisation which marks the present age.

But there is much that is common to the two periods. In both, the industrial changes from hand-work to machine-work were progressing fast, and were giving rise to economic and social problems of a sufficiently serious nature, when the national fabric underwent the terrific strain of a great war. That a structure, while in the course of reconstruction, should withstand the shock of an internecine conflict, bespeaks its essential soundness; and its survival is the more remarkable because Napoleon and his would-be imitator counted on ruining the Island Power by a process of isolation. The French Emperor, after Trafalgar, trusted to his Continental System; the German Emperor, after Jutland, to his submarines, to effect our overthrow. They failed; but the pinch for an over-crowded island folk was severe, and it furnished the opportunity for the food-producers or food-sellers to drive up prices and make excessive profits at the expense of the manufacturing and food-consuming sections of the community. Thence arose a sharp cleavage of interests which was not stilled by the national danger, but produced or intensified the riots of 1810-12 and the strikes of 1917-1919. Probably the antagonism between the industrial towns and the country districts was more marked then than now, partly because the lack of transport facilities rendered the carriage of food-stuffs slower and more costly than it is with us in ordinary circumstances; also because the farming class frequently manifested its delight in the continuance of the conflict with "Boney." "Here's to a long and bloody war" was a popular toast at farmers' dinners at the market ordinary. I have heard of farmers, in the lean years 1809-13, not needing to go to market, but being met on the way by anxious and obsequious buyers. In our own day the progress of education (doubtless also the rise of the Income Tax) has induced farmers to moderate the expression of their bellicose sympathies. Of course I am speaking only of those food-producers and food-sellers whose consciences and public spirit have been overborne by greed of gain; but their number was large enough to beget bitter class-hatred both during and after the two great wars.

For, be it noted, the effects of a war are generally most felt after its cessation. A world-wide conflict so far paralyses food-production that the shortage prevails for some time. Now it is far worse than in 1815-17. The loss of life and property has of late been more intense and more widely-spread than in the Napoleonic War; and German submarines came near to paralysing oceanic transport. The need for cultivating every rood of soil possible will be upon us probably

during two or three years. After Waterloo there chanced to be a good harvest; and the price of wheat, which was 71s. 9d. the quarter in April, fell to 57s. 5d. in October, 1815, despite the effort of Parliament to bolster up the agricultural interest by prohibiting the import of foreign corn until home wheat rose above 80s. the quarter. Designed, in part at least, to soften the sharp transition from war conditions to those of peace, it aroused much indignation and some rioting in the towns; but bounteous nature lowered the prices so quickly as to ruin farmers who had taken on leases at high rents, or had developed luxurious habits. That England then depended on her own corn-lands was proved at the end of the next years, when, owing to a bad or indifferent harvest, wheat stood at 103s. or 84s. 6d. the quarter. These rapid shifts in price tended to ruin the small farmer and exasperate the housewife; and nearly all the distress and discontent arose from the food question and from the obvious resolve of Parliament to legislate in the supposed interests

they combined to seize the shipping and block the river by a chain of boats, obviously in imitation of the Nore mutineers of 1797. This threatening move was thwarted by a display of military and naval force, backed up by the public, and the colliers accepted conciliatory offers made by the employers. Disturbances were also rife among the colliers of Staffordshire and the iron-workers of South Wales.

It is needless to pursue the matter beyond the year 1816, or to notice the further outbreaks and the repressive legislation which ensued. There can be no doubt that distress was very real, also that the law forbidding combinations of workmen made it difficult for them not to use forcible measures in order to right their wrongs. But when they did so they were joined by disorderly persons who welcomed any chance of riot and plunder. The autobiographies of men like William Lovett and Henry Vincent, whose early lives were cast in those gloomy years, reveal the narrow and sordid conditions of existence. Popular education had hardly begun, books were scarce, newspapers were dear, wages did not rise as the price of living rose; for owing to the poverty of the Continent (largely devastated by war), there was little demand for British goods, and workers were deemed fortunate who could procure regular work even at low wages. It was in these depressing conditions that the new factory townships and sordid suburbs like Bermondsey, Stepney, Hoxton, etc., began to grow up. There was no municipal life worthy of the name. Sanitation had not dawned as a disagreeable fad, disturbing to landlords. All was sombre as the picture of Wodgate limned by Disraeli in "Sybil" (Book III., chapter 4): "In Wodgate is no municipality, no magistrate, no local acts, no vestries, no schools of any kind. The streets are never cleaned; every man lights his own house; nor does anyone know anything except his own business. . . . The business of Wodgate is carried on by master-workmen in their own houses, each of whom possesses an unlimited number of what they call apprentices, by whom their affairs are principally conducted, and whom they treat as the Mamlouks treated the Egyptians. The master-workmen indeed form a powerful aristocracy, nor is it possible to conceive one apparently more oppressive. . . . The apprentices are worked for sixteen or even twenty hours a day; they are often sold by one master to another; they are fed on carrion and they sleep in lofts or cellars."

Disraeli did well to emphasise the fact that the worst tyrants in those sordid townships were workmen who had forced their way up to the rank of masters. It was their narrow selfishness and ignorance which barred the way to improvement in industry and housing conditions. The Factory Acts of 1819 and onwards were forced on these and other employers by the pressure of outside opinion; and it is worth noting that the first measures of that kind were passed by the unreformed Parliament; so, too, was the Act of 1825, which repealed the earlier measures prohibiting combinations of workmen. The reformed Parliaments of 1832 and later did much to right the wrongs of the artisan's existence; and subsequent efforts have alleviated his lot far more than was conceived possible a century ago. The alleviating process has all along been effected by parliamentary and municipal action, sometimes stimulated by constitutional agitation, never by violence.

Perhaps the most remarkable characteristic of the men of 1815-19 was their patience; and their reluctance to resort to forcible methods. There would have been some excuse for them if they had advocated the use of



"A CENTURY AGO, STEPHENSON'S STEAM-ENGINE WAS LITTLE MORE THAN A DUBIOUS TOY".
THE ROCKET (1829).

The Rocket was built to compete in the trial of locomotive engines on the Liverpool and Manchester Railway, at Rainhill, in October 1829, and gained the prize of £500.

of landholders. Another proof that the distress caused by war is most felt soon after the peace is seen in the number of public bankruptcies in England, which were 1066 in 1814, 1285 in 1815, 2029 in 1816, 1575 in 1817. Little or nothing was then done for discharged seamen and soldiers. Not till 1819 was the settlement of Grahamstown in South Africa founded from among their ranks. It is hoped that a similar enlightened experiment will be attempted for our men.

Apart from that effort and a demoralising extension of the system of doles from the Poor Rates, little was done for the poor. The Assize of Bread, for fixing the price by statutory enactment, had, in the war time, put a limit to the rise of price of that necessary, but it was abolished in August 1815, when the quarter loaf sold at 1s. 0½d., and thereafter the price fluctuated sharply, bringing in general profit to skilful speculators and hardships to the poor. The rise in prices produced by the prospect of a bad harvest in 1816 occasioned outbreaks of rick-burning, which were worst in East Anglia and took the form of wanton and destructive rioting at Ely, Bury St. Edmunds and Littleport, which was quelled by the yeomanry and troops (May 1816). Disturbances spread to the manufacturing districts, where the Luddite machine-breaking outrages of 1810-11 were renewed. Late in 1815 the colliers and seamen of Tyneside made a determined effort to obtain an advance of wages proportionate to the increased cost of living. Their demands being refused,

[Continued on page 566.]

THE AEROPLANE AS MAIL-CARRIER: FLYING-POST STAMPS.



THE FIRST TRANS-ATLANTIC AIR-POST STAMP: MR. H. G. HAWKER'S "FRANK."



USED ON THE FIRST SUCCESSFUL TRANS-ATLANTIC FLIGHT: SIR JOHN ALCOCK'S.



AN ITALIAN AIR-POST STAMP: TURIN—ROME-AND-BACK SERVICE; STARTED 1917.



AN ITALIAN SEAPLANE STAMP: USED ON THE NAPLES AND PALERMO SERVICE.



AS USED ON A PUBLIC AERIAL SERVICE FROM VIENNA, IN 1918: THREE AUSTRIAN "FLUG-POST" (OR FLYING-POST) STAMPS.



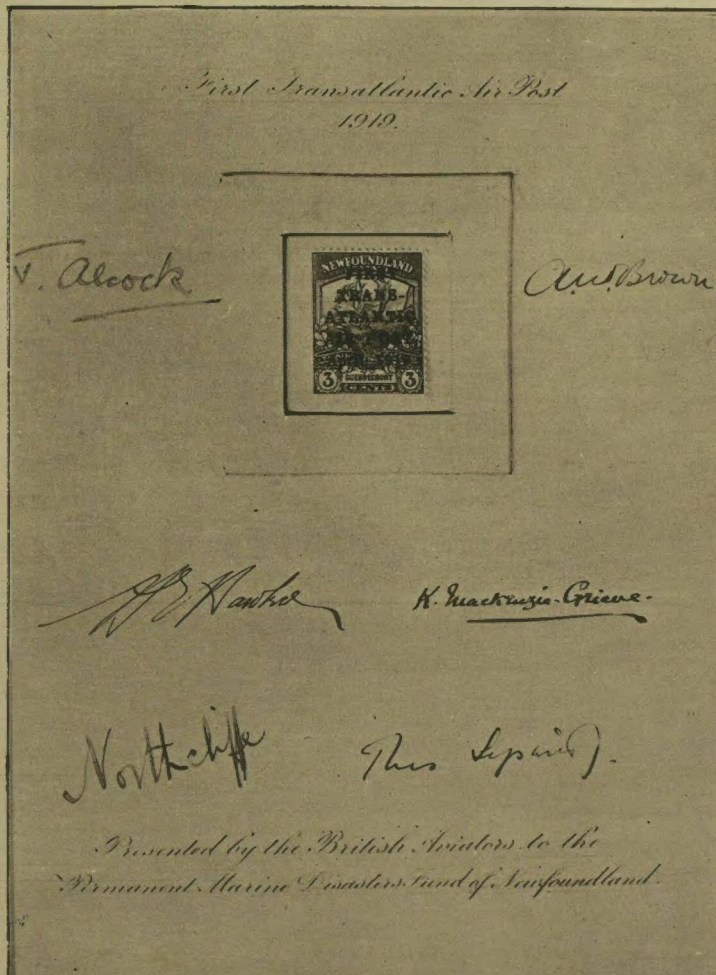
SHOWING THE MILITARY AEROPLANE THAT CARRIED IT: ANOTHER AUSTRIAN FLYING-POST STAMP.



"AIR-LINE" STAMPS FOR A SERVICE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK: THREE AMERICAN ISSUES.



STARTED AS A REGULAR SERVICE ON MAY 15, 1918: THE AMERICAN AEROPLANE PARCELS POST.



SOLD FOR CHARITY FOR 200 GUINEAS: A PHOTOGRAPH OF THE TRANSATLANTIC AIR-POST SOUVENIR ALBUM, WITH THE "HAWKER" STAMP.



USED DURING THE WAR, BUT DISCONTINUED OWING TO "CRASHES": TWO HUNGARIAN AERIAL-MAIL STAMPS



USED BETWEEN ZURICH AND LAUSANNE: THE FIRST SWISS AERIAL-POST STAMP.



IMPRINTED WITH "WINGS": THE STAMP OF THE TUNIS AERIAL POST.

The stamps reproduced above are of exceptional interest, the railway strike having brought the value of the aeroplane as mail-carrier into great prominence, creating new services and drawing attention to those which existed previously. Some of the enterprises exist no more. The Hungarian aerial post which was established during the war was afterwards discontinued owing to a succession of fatal accidents to aviators. The United States "Air-line post" is proving a great success. Started on May 15, 1918, between Washington, Philadelphia, and New York, as a regular service for letters and parcels, the charge for letters was at first 24 cents.

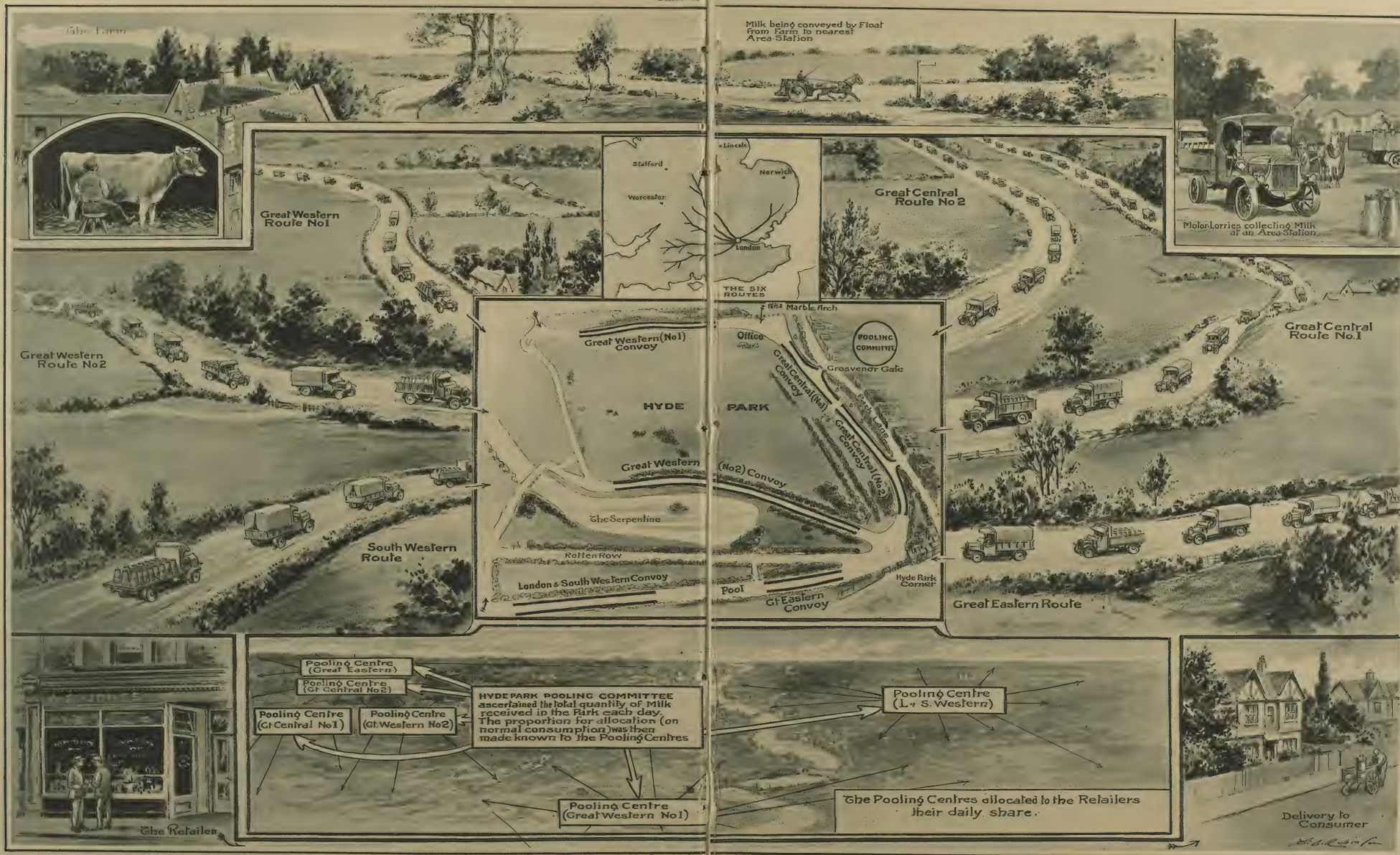
(one shilling), but has since been successively reduced to 16 cents. (8d.), and 6 cents. (3d.), owing to the great increase in the bulk of correspondence carried. The Italian seaplane post for a service between Naples and Palermo was established to avoid the submarine menace in 1917. The Italian aeroplane post between Turin and Rome started in May 1917. The Tunis aerial post started this year. The Swiss aerial post runs between Zurich and Lausanne, with a stop at Berne. Letters carried by Sir John Alcock and Sir A. Whitten Brown on their successful Transatlantic flight were delivered in London within three days.

LONDON'S EMERGENCY MILK - SUPPLY SYSTEM DURING

THE STRIKE: THE MOTOR-LORRY SAVES THE SITUATION.

DRAWN BY

W. B. ROBINSON.



HOW MILK WAS BROUGHT TO LONDON BY MOTOR-LORRY AND DISTRIBUTED

Thanks to the admirable system of distribution by road transport organised beforehand by the Ministry of Food, as a precaution against any such emergency, London was not deprived of milk during the railway strike. The milk delivered in London on Saturday, October 4, again amounted to 75 per cent. of the normal quantity, and most people were able to obtain all they needed for the week-end. Two-thirds of the milk on that day came by rail, so much had the train services been increased by volunteer effort. But it is not too much to say that, at first, it was the motor-lorry which saved the food situation. A thousand lorries were requisitioned for London's milk supply, and immediately the strike began the authorities put into operation a road-transport system of which every detail had been worked out weeks before. Hyde Park was taken over as a clearing station, and pooling centres were established in different parts of

FROM HYDE PARK: STAGES OF THE SYSTEM: FROM THE COW TO THE CONSUMER.

London: A Pooling Committee in Hyde Park, of Food officials and wholesale dealers, ascertained the quantity of milk received each day and allotted proportionate shares to the Pooling Centres. For the East End a milk park was arranged at Woodford Green. The thousand lorries, each chalked with its destination and number of churns, kept closely to a time-table, and in all covered 72,000 miles a day. Farmers took their milk to prearranged steps, where the lorries collected it and brought it to Hyde Park, and there the wholesalers drew their supplies and passed them on to retailers in the ordinary way. The lorries then returned to the country with the empty churns and cargoes of foodstuffs moved from the docks by horse transport. Each column of lorries was in charge of an officer, and other officers attached travelled by motor-car. (Drawing Copyrighted in the United States and Canada.)

OUR SPORTING PRINCE: H.R.H. THE PRINCE OF WALES ON A HOLIDAY IN CANADA.

PHOTOGRAPHS BY CENTRAL NEWS.



ON THE BANKS OF THE NIPIGON RIVER: THE PRINCE WITH GENERAL BURSTALL.



RIDING A "BRONCHO": THE PRINCE AT A "WILD WEST" SHOW.



FISHING FROM A CANOE WITH FRIEND AND GUIDE: H.R.H. THE PRINCE OF WALES ON THE RIVER.



REMINISCENT OF THE GREAT WAR: THE PRINCE'S TENT ON THE RIVER.



WITH AN INDIAN GUIDE ON HIS SPORTING HOLIDAY: THE PRINCE AND A FOLLOWER.



PADDLING HIS OWN CANOE: THE PRINCE IN THE BOWS OF THE LEADING CANOE.

In a democratic age, and at a time when democracy insists on having its say, the hereditary heir to the throne of Great Britain has scored a great personal triumph in his tour through one of the largest of the Empire's Dominions. After a long series of official functions, and much hand-shaking, in all the big cities of Canada, the Prince was able to take a brief

holiday on the River Nipigon in the Province of Ontario. Accompanied by just a few friends of his personal staff and others, and attended by Indian guides, he spent a well-earned rest shooting and fishing from an Indian canoe, camping by night on the banks of the river.

THE WORLD OF FLIGHT

THE STRIKE, THE POST OFFICE, AND SOME FACTS ABOUT AEROPLANES.

By C. G. GREY,

Editor of "The Aeroplane."

NATURALLY the great railway strike gave civil aviation an opportunity of proving its real worth, and, though at the time of writing it is too early to estimate results, it is evident already that the proof is fairly convincing. Not since what our aviators call "the good old days of the war" have there been so many aeroplanes about as there were on the first few days of the strike. Whether it was merely that the cessation of the rumbling of trains made the hum of aeroplane engines more noticeable or not, one would hardly like to say; but certainly, from the moment when the morning mists cleared away until dusk began to fall, and after, there seemed to be a continuous noise of aeroplanes over West London.

In view of the Government prohibition of petrol sales, the absence of trains, and the congestion of 'buses, it is hardly likely that people were travelling to Hounslow and Hendon simply to go joy-riding in aeroplanes; so the natural deduction was that these aeroplanes were going somewhere definitely, with some important object. And one learns from the aerial transport firms themselves that they have had numerous calls for special journeys on the part of business people who were in a hurry. Though one has found it necessary on occasion to say hard things about the lack of business enterprise among British business men in general and aircraft constructors in particular, there is no denying that those firms who are running aerial transport concerns were quick enough to seize their opportunities. For example, nothing could have been quicker than the Avro Company's issue of a poster, carried by sandwich-men, advising all and sundry not to worry about the strike, but to "Travel by Avro." Likewise, Mr. Holt Thomas's Aircraft Travel and Transport Company, so ably managed by General Festing, was as quick as could be in securing the privilege of carrying urgent mails to Paris. And the Handley-Page people were in no wise slow in getting ahead with the London-Brussels traffic.

It is an ill wind which blows nobody any good, and the strike has certainly done good to civil aerial transport. One hopes that henceforth the Post Office will have greater faith in aircraft, for undoubtedly the reluctance of that department to treat aeroplanes as serious vehicles for the conveyance of mails has been hitherto one of the greatest hindrances to the development of civil aviation. Only a few months ago Mr. Illingworth, the Postmaster-General, stated in a speech that the Post Office could not entertain any proposals to give regular mail contracts to air lines, because their efficiency was so low. One has not the exact figure by one at the moment, but one believes that he stated that an aeroplane service was only about 60 per cent. efficient. This meant that, out of 100 aeroplanes starting on a regular daily route, only 60 would reach their destination. He may have said 50 per cent., or he may have said 70 per cent.—certainly his figure was not higher than the latter—but it does not matter, because in fact he was hopelessly wide of the mark.

Presumably Mr. Illingworth based his opinion on the attempt which was made by the Royal Air Force very soon after the outbreak of the Armistice to run a

regular aeroplane service between London and Cologne. On that basis probably his figures were correct; for, so far as one could gather, the R.A.F. service was conducted in the haphazard, slipshod way in which the R.A.F. did everything after it became a separate entity, and ceased to be inspired by the clean-cut orderliness of the Army or the get-there-at-any-price methods of the Navy. Moreover, the fact that the majority of the R.A.F. rank-and-file came into the first demobilisable



THE NEW BIG, PASSENGER-CARRYING CAPRONI: IN THE CABIN, WHICH ACCOMMODATES SEVENTEEN.—[Photograph supplied by C.N.]

classes produced a famine in capable mechanics immediately demobilisation began; and for many months it was dangerous to fly any R.A.F. machine owing to the state of disrepair into which they all fell. It was, therefore, somewhat natural that the London-Cologne service, which was run during the particular months when this state of affairs and the weather as well were both at their worst, should be something of the nature of a wash-out.

If Mr. Illingworth had taken the trouble to study American figures, he might have altered his opinions.

fit only for work at elementary flying schools. In fact, according to our ideas, they were not fit even for such work, for we had turned down similar American machines a year or more before. In spite of this, the experimental service had an efficiency as great as that attributed by Mr. Illingworth to our most modern machines. The U.S. Postal Department, instead of being discouraged—as our officials would evidently have been—were encouraged to try something better, so when, after the Armistice, better machines (built, be it noted, to British designs) and better engines became available, the service was continued, and was extended to Chicago and Cleveland; and a few weeks ago the American Post Office published its figures for a whole year's running.

It was then officially stated that not only were the failures to reach destinations practically negligible—the efficiency was somewhere about 95 per cent.—but that the aerial mail service between New York and Washington and New York and Chicago had definitely saved the country 170,000 dollars (roughly, £34,000) over the railway mail in the year. The service was to be extended from Chicago to St. Louis during September of this year, and to Minneapolis and Omaha in the spring. Be it remembered that all these lines are in direct competition with America's fastest railways, on which are run the crack trains of the New World, such as the Empire State Express and the Twentieth Century Limited; and yet the air lines (even with American aeroplanes) beat them, day in day out, regardless of weather. Surely that should be enough to convince even an English Post Office official that aeroplanes are a business proposition, considering that we have the advantage of the best aeroplanes and engines in the world, and that, instead of competing with crack, commercially run railway systems, they have only to compete with slow steam-boats and with railways which are to all intents and purposes "State-owned," and therefore of lowered efficiency (except when they are on strike and efficiency is reduced to zero).

If further proof is needed, our Post Office officials can study the figures of the London-Paris passenger and parcels service of Aircraft Transport and Travel, Ltd., which has now been running daily for close upon two months. In that time only one machine failed to start, owing to a 100-mile-an-hour gale, and only one failed to complete its journey owing to mechanical

breakdown: so here also the efficiency is over 90 per cent. And surely that is high enough to warrant the placing of a postal contract. Doubtless the Airco, as it is familiarly called, would carry letters as well as parcels as a private speculation, and would make a good thing out of it, but that letter-carrying (as differentiated from parcels post) is a Government monopoly. If Mr. Illingworth wants any further proof of the reliability of aeroplanes, he need only refer to the records of the Avro Company. One may repeat



OF TWENTY-THREE-PASSENGER CAPACITY: A NEW CAPRONI.

The cabin has seating accommodation for seventeen passengers, and six other passengers are carried above it.—[Photograph supplied by C.N.]

Unlike our own case-hardened officials, the American Postal Department itself took the first steps to prove the value of aerial postal lines. Some months before the end of the war an experimental postal line was tried between New York and Washington. The aeroplanes used were merely low-powered training machines,

the statement made some weeks ago that during the holiday period, from the middle of June to the middle of September, the Avro pilots at the Lancashire seaside resorts—Blackpool, Southport, and district—took up over twenty thousand passengers without mishap.

THE PRINCE OF WALES ON A HOLIDAY: IN CANADA.

PHOTOGRAPH BY C.N.



AFTER A LONG PERIOD OF OFFICIAL FUNCTIONS: THE PRINCE "OFF DUTY."

The photograph reproduced above shows our very popular "Prince" enjoying a well-earned holiday on the banks of the Nipigon River during a break in the official duties

connected with his Canadian tour. The photograph was taken at Virgin Falls, Nipigon River, Ontario, and the Prince's fishing companion is Admiral Sir Lionel Halsey.

HOW THE UNDERGROUND "CARRIED ON" DURING THE STRIKE: VOLUNTEER GUARDS AND PORTERS AT WORK.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER.



WEARING A BRASSARD WITH THE LETTERS "U. D.": VOLUNTEER GUARDS AND PORTERS SHEPHERDING PASSENGERS AT AN UNDERGROUND STATION IN LONDON.

During the railway strike thousands of volunteers offered their services, and a large number of them were employed in the less technical branches of railway work, as guards, porters, ticket-collectors, flag-signallers, and so on. Every day, as the strike proceeded, the number of trains run and the efficiency of the improvised services increased. In London the suburban services were partially restored and the companies were able to issue and carry out provisional schedules. By Saturday, October 4, the number of trains

run on the District, Metropolitan, and Tube Railways had risen to 1400. The volunteer workers were remarkable for their urbanity and good humour. Each volunteer wore on his left arm a purple brassard marked with the letters "U.D." Two guards may be seen at the door of a carriage on the extreme left in our drawing, while in the right centre another is shepherding passengers, and on the extreme right is a fourth running along with whistle and lantern.—[Drawing Copyrighted in the United States and Canada.]

THE GREAT ADVENTURE: GABRIELE D'ANNUNZIO'S RAID ON FIUME.



ON THE FRONTIER: D'ANNUNZIO (STANDING) ADDRESSING THE TROOPS ORDERED TO BAR THE ROAD TO HIM.



IN THE OUTSKIRTS: "ARDITI," GRENADIERS, AND LEGIONARIES OF FIUME JOIN D'ANNUNZIO.



D'ANNUNZIO ENTERING FIUME: THE ESCORTING TROOPS WELCOMED BY THE CIVIL POPULATION.

Gabriele d'Annunzio, the poet and dramatist, one of the most picturesque figures of modern Italy, who, at the age of fifty, turned fighting-airman, capped his war-exploits on September 12 by a dramatic raid on Fiume, which he proclaimed annexed to Italy by the "inflexible will of the people." The action, like the Jameson Raid in South

Africa, was unofficial and unauthorised. Outside Fiume d'Annunzio at first found his way barred by General Pittaluga and four machine-gun companies, but eventually, joined by soldiers of every kind, he entered the city at eleven o'clock in the evening, "amid a shower of flowers and the indescribable enthusiasm of the people."

"ANNEXER" OF FIUME FOR ITALY: THE POET-SOLDIER.



ON HIS ENTRY INTO FIUME: GABRIELE D'ANNUNZIO IN HIS CAR.

The war changed many things, and most people, a very great deal, but the metamorphosis of Gabriele d'Annunzio is one of its strangest romances. D'Annunzio, a man of nearly fifty years of age when the war broke out, was famous throughout the world as poet, novelist, and dramatist. No sooner had war been declared than he sought fresh laurels,

and became one of the most intrepid airmen in the Italian Army, leading bombing squadrons over enemy territories, to say nothing of the "bombless" raid over Vienna; and was severely wounded. Later, in the same spirit of adventure, he organised a raid on Fiume, which he has "annexed for Italy."

UNDER THE D'ANNUNZIO RÉGIME: SCENES IN FIUME.



ADDRESSING THE CROWD FROM THE BALCONY OF THE GOVERNOR'S PALACE AND SHOWING THE ITALIAN FLAG: GABRIELE D'ANNUNZIO AT FIUME.



DURING THE EVACUATION BY THE FRENCH: TRANSPORT PASSING THROUGH THE STREETS OF FIUME.



LIFE IN FIUME UNDER D'ANNUNZIO: "ARDITI" MOUNTING GUARD BEFORE GOVERNMENT HOUSE, D'ANNUNZIO'S RESIDENCE.

The photographs above illustrate incidents in the life of Fiume just after d'Annunzio's raid, when, to avoid complications, the troops of the Allies evacuated the town. The first picture shows the crowd outside the Governor's Palace on September 12, when d'Annunzio, after addressing the populace, hung out the Italian flag. The second

picture shows the transport of the French contingent leaving the town, and the third one the mounting of the guard at d'Annunzio's headquarters. Armoured cars can be seen in the background, both in the square of the official residence of the new Governor and beyond.

The Economy of Quality.
EASY CHAIRS & SETTEES
 at Waring & Gillow's Galleries



THE "FORFAR"

A roomy Divan Easy Chair, upholstered all hair with loose down cushion seat in cretonne to match Settee above.

Price £13:5:0

The "Forfar" Settee to match. Size 5 ft. 6 inches.
 Price £24:10:0

THE "WROXHAM"

A large Divan Easy Chair, best upholstery throughout, with down cushion seat and back in cretonne.

Price £17:17:0

We invite
 your
 inspection of
 our stock of
 Easy Chairs
 and Settees.

WARING & GILLOW
Furnishers & Decorators to H.M. the King. **LTD**

We invite
 your
 inspection of
 our stock of
 Easy Chairs
 and Settees.

Telephone: Museum 5000.

164-180 OXFORD STREET, LONDON, W. 1.

Telegrams: "Warison" London.

OLD TIME WRITERS.

THE MODERN WRITER IS
The Cameron



The Cameron can be had fitted with any of the following distinctive Nibs:
 WAVERLEY, HINDOO, "J." BANKERS or NORMAL. With rolled gold
 bands, One Guinea; with 9-ct. gold bands and cap, Two Guineas; plain, 15/-

Cameron
 Safety Self Fillers

Illustrated List from your Stationer or
MACNIVEN & CAMERON, LTD.

CAMERON HOUSE, 26-28 ST. BRIDE STREET, LONDON, E.C. 4

Cameron
 Safety Self Fillers

BOOKS OF THE DAY

By E. B. OSBORN.

"MORE than fifty years have passed—like a cloud, like a dream—since I first saw my name printed below a passage of critical opinion."

It is with a touch of gladness as well as of sadness that Mr. Edmund Gosse makes this observation in "SOME DIVERSIONS OF A MAN OF LETTERS" (Heinemann; 7s. 6d. net), and I rejoice that it is so, for those who devote a lifetime to the literature of knowledge, even if they succeed in making criticism a minor art, get but lukewarm thanks from the creative writers, and must find their chief recompense in the possession of a good (literary) conscience. His fellow artists, creative as well as critical, lately sent Mr. Gosse a round robin of appreciation and congratulation on his seventieth birthday, and I am glad to have the chance of adding my own modest tribute of affectionate admiration to a modern Montaigne, who has always taken a keen pride in being *servus servorum Musæ*, and, much as he loves old books, has always loved young authors, even more. Mr. Gosse, though never seeking controversy for its own sake, has valiantly used the edged weapons of rhetoric (more especially the rapier of a courteous irony) in any literary quarrel that has been thrust on him. But he has never lost his temper, much less his temperament, when opposed to rowdy and rebellious youth: and every apprentice to letters, who honestly did his best and honoured the high traditions of his craft, has always found this accomplished craftsman a most helpful and generous friend. He has been particularly kind in his encouragement of those occluded men of letters who, like myself, are compelled, fortunately or unfortunately, to give most of their time to that literature hastily cleared for action, which is called journalism. He has never greeted the efforts of the writer whose painstaking work must be cast into the "jaw-box" day by day with a pontifical frown or a thunderous huff-snuff of contempt. He would be the last man in the world to agree with Leslie Stephen's bitter libel that "by journalism we mean writing for pay upon matters of which you are ignorant," or with Lord Morley's unreasonable definition of the modern newspaper as a "huge engine for keeping discussion on a low level." For he himself is one of the ablest journalists of his age—and, as such, an example to all his innumerable *confères*, seeing that, however speedily his "copy" must be produced, he never allows his style to degenerate into a stylograph. Long may he

(of which his private chart is by far the most complete) he seems at times terrified at the menace of this new and amazing age, which is disestablishing all our deities. Of Bolshevism in literature he has no fear at all—he knows full well that the grisly and disgusting thing called "Proletcult" can never content the mind of men into which a long-descended humanism is so inextricably inwrought that even Lenin and Trotsky must still express their heresies in terms of Greek and Roman descent. But the sudden sense of coming disillusion-



MR. DUNCAN SWANN, WHOSE NEW NOVEL, "A VILLA IN THE SOUTH," HAS JUST BEEN PUBLISHED.

Photograph by Walter Barnett.

ment which inspired Matthew Arnold's tremendous lines—

The Sea of Faith
Was once, too, at the full, and round earth's shore
Lay like the folds of a bright girdle fur'd.
But now I only hear
Its melancholy, long, withdrawing roar
Retreating to the breath
Of the night-wind, down the vast edges drear
And naked shingles of the world.

troubles at times his serenity and even vexes a style which at other times is so perfect in its good breeding and suave detachment from the dust and uproar of mobocracy. More in sorrow than in anger, yet profoundly perturbed, he notes some of the recent caprices of literary fashion—e.g., the fact that the distinguished work of Sully-Prudhomme, once the favourite of French critics, was described as balderdash at the time of his death, and the recent dictum that Wordsworth was "a genteel mind of the third rank"—but the latter gibe is not so outrageous, after all, as W. E. Henley's comparison of that great, still-living poet to "an old donkey, looking over a gate and moving his head this way and that." But Mr. Gosse, if he cannot suffer them gladly, can yet endure such follies of criticism with equanimity, believing as he does that there exists eternally, like the moon hidden in moonlit clouds, a positive norm of poetic beauty. So, if the old order be utterly swept away by this tidal wave of new time, Beauty will remain in herself what she has always been, and it may be that man's new conception of the beautiful will be dearer and nearer yet to the bright, everlasting verity.

Many critics, who once insisted that the future of the English novel largely lay in Mr. Compton Mackenzie's hand, seem inclined to write him down as only a fly-weight after all—a Jimmy Wilde of the literary ring, full of elusive cleverness and smiling dexterity, but not big enough to make any real impression on the heavy *vis inertiae* of English middle-class society, that glum and gigantic antagonist of the joy of life and all sweet reasonableness. "POOR RELATIONS" (Martin Secker, 7s. 6d. net), his latest entertainment, has been simply bludgeoned in certain serious quarters. All I can say is that I have got more pleasure—and profit—out of reading it than from any other novel of this year's vintage, excepting Mr. Conrad's. As a social satirist, with the keenest eye that ever was for life's little ironies and hypocrisies, Mr. Mackenzie is so uncannily clever, so unlike the orthodox practitioner, that Pedlar Palmer's definition of Jimmy Wilde as

"a ghost with a hammer" fits him wondrously well. His satirical strokes are so swift and unexpected that the serious slow-witted critics, who have been brought up on Mrs. Humphry Ward and other cumbrous sociologists, often miss them altogether, and can never see how hard he is hitting all the time. The spate of incident, the perpetual play of humour ranging from the subtlest epigram to an atrocious pun or some round-the-corner allusion to a mild smoking-room anecdote (as when he makes a taxi-driver refer to "Bolmondeley," an owner of race-horses), and the author's exuberant high spirits hide his seriousness and restrained indignation from the mind's eye of everybody who thinks that the serious novelist ought to preach at you from ten to four. In his new novel he sets out to solve one of the ubiquitous problems—why is it that poor relations insist on becoming detested, being every whit as detestable as rich relations? The moral seems to be that we hate our poor relations, not because they are poor, but because they presume on their relationship to treat us with a calculated contempt, of which no stranger would be capable. A secondary moral—that we hate our rich relations, not because they are relations, but because they are rich—is also discreetly indicated.

Zygmunt Krasinski was one of the three great Polish poets who have kept the altar-flame of patriotism burning brightly until the day, for which they hoped against hope, drew near when the rock could be rolled away from the grave of their undying nation. In "THE ANONYMOUS POET OF POLAND" (Cambridge University Press; 12s. 6d. net), Miss Monica Gardner tells the story of Krasinski's unhappy life and tortured character, and illustrates it with numerous translations of passages from his poems and letters. Patriotism was with him a white-hot passion, and it is only in Mangan's "Dark Rosaleen," which mourns deliriously over a personification of Erin, that we have any parallel in English to Krasinski's intense and meteoric yearning over a triply oppressed Poland. His infinite anguish, as M. Paderewski told me long ago, is the nearest thing to sheer music in all literature. His most famous outpouring of patriotic emotion, "The Muscovites," is a lyric of hatred, compared with which Lissauer's is but a hoarse and futile whisper. Now



MR. GILBERT CANNAN, WHOSE NEW NOVEL, "TIME AND ETERNITY," HAS JUST BEEN PUBLISHED.

Photograph by Vandyk.

live on to put forth those delightful dissertations on books and the makers thereof, which have all the fine qualities of the best French prose, and always seem to me penned with the very heart's blood of a devout and unaging lover of all that is true and beautiful in literature!

In his latest book, though he finds the old pleasure in strolling along "the by-ways of literary history"



MR. W. DOUGLAS NEWTON, WHOSE NEW NOVEL, "GREEN LADIES," HAS JUST BEEN PUBLISHED.




that the ancient, chivalrous Poland arises anew from the historic Golgotha, we may hope to have more translations from the Polish tongue, the most exquisite of all mediums for the expression of emotion, and the least studied in this country of any language with a future as well as a past. Curtin's version of the famous trilogy of Polish historical novels by Sienkiewicz, which I never tire of reading, shows what precious jewels of romance are hidden from our eyes in the locked treasury of Polish letters.

PERFECTION UP-TO-DATE.

PICCADILLY

HAND - MADE

VIRGINIA CIGARETTES

Every detail has been so provided for that only one result was possible.

Handworkers of exceptional skill are exclusively employed in making these Cigarettes.

Leaf by leaf, the most perfect of the nature-matured Old Belt and Eastern Carolina Tobacco is selected, straightened and carefully cut by experts.

Piccadilly is the best Virginia Cigarette that has ever been or ever can be offered to Smokers at a moderate price.

NOTE 3 A's ON EVERY BOX.


25 for 1/9 50 for 3/6 100 for 7/-

FROM ALL TOBACCONISTS.

Made by

ALEXANDER BOGUSLAVSKY, LTD.

55, PICCADILLY, LONDON, W. 1.



Another Harrods Triumph




A Selection of RANEE PEARLS will be sent by Harrods on approval if desired.

Ranee Necklet, with Paste clasp (Ruby, Emerald, Diamond, Sapphire, or Pearl centre) as illustrated,

17 ins. long £3 3 0
24 in. long, £5 5s.
30 in. long, £7 0s.

FOR all that even an expert can detect, RANEE Pearls, in wear, are real pearls, and pearls of such extraordinary charm and beauty that Nature herself might envy them. So perfect is the limpid loveliness of these RANEE Pearls, so true their natural shaping, so faithful their tone and radiance, that they defy detection even when placed alongside genuine pearls. Obtainable only from Harrods.

Ranee

Regd.

HARRODS LTD. Fancy Jewellery Department (Ground Floor). LONDON SW 1



Before Retiring

When troubled with sleeplessness, take a cup of "Ovaltine" just before retiring. It will ensure sound and refreshing sleep.

Sleeplessness is frequently due to nervous debility and digestive unrest. "Ovaltine" is rich in those elements which restore the nerves and correct digestion.

"Ovaltine" is prepared from ripe barley malt, creamy milk, fresh eggs—and flavoured with purest cocoa. *Nothing more.* The special process of extraction and concentration retains all the essential nerve and body-building materials and renders them easy of digestion and assimilation.

When feeling "below par" and after times of sustained bodily or mental effort "Ovaltine" is the natural restorative. It quickly overcomes fatigue and tones and builds up the system. It is the very marrow of recuperative and energizing materials.

For Children, Adults and the Aged

OVALTINE

TONIC FOOD BEVERAGE

Builds up Brain, Nerve and Body.

One cup of "Ovaltine" supplies more nourishment than 7 cups of cocoa, 12 cups of beef extract or 3 eggs.

No fuss or trouble in making—merely stir the golden granules into hot milk or milk and water

Sold by all Chemists & Stores at 1/6, 2/6 and 4/6.



Send for TRIAL SAMPLE of delicious "Ovaltine," enclosing 3d. in stamps.

A. WANDER, Ltd., 24, Cowcross St. LONDON, E.C. 1.

Works: King's Langley, Herts.

SCIENCE JOTTINGS.

NEW WOOLS FOR OLD.

THOUGH the domestication of sheep can be traced back to the men of the Stone Age, we can do little more than guess at the origin of the innumerable breeds of which we have record, except only such as have come

In the Island of Soay, one of the St. Kilda group, there is a small sheep which is now commonly regarded as a diminutive representative of the Mouflon. But, curiously enough, living on the same island, is a representative of a still older breed, derived from the Urial; and to this day the flocks of the two races hold aloof from one another. These Urial derivatives answer to what are known as the

"Turbary sheep" of the Lake Dwellings of Switzerland, and Glastonbury in England. They, indeed, seem to have been the only domesticated sheep during Neolithic times, and to have been brought into Europe by the early Asiatic "round-heads." Sheep of the Mouflon type seem not to have been domesticated till the Bronze Age.

But these ancestral species had no "fleece" as we understand it. This has come about by the development of the under-fur at the expense of the outer hairy coat. It has taken, indeed, some 6000 years to develop the wonderful fleeces of the merino, and some others of our modern breeds. These early sheep, furthermore, lacked the thick layer of fat under the skin which is so highly prized in the

best breeds of to-day. It is worth noting that it is lacking in the St. Kilda sheep.

Marvellous as the transformation of this under-fur and the evolution of the fleece has been, still further triumphs are, it seems, within our reach. For some years past Professor Cossar Ewart, on the experimental farm of the University of Edinburgh, has been conducting breeding experiments designed to meet the demand for fine wools, which presently it will be found difficult to meet. It could be partially met, it is believed, by "drastic changes in sheep-breeding in the British Islands." After much laborious

work Prof. Ewart has been well rewarded. By crossing Southdown sheep, one of the purest of modern breeds, with Soay sheep, one of the most ancient of living breeds, he obtains a race of sheep producing a wool remarkable for its strength and quality, and that, when woven, makes the finest woollen cloth and softest worsted cloth of all the wools experimented with.

In its way the Southdown-Blackface cross is as important as the Southdown-Soay cross, since Southdown-Blackface sheep mature with surprising speed, and yield mutton of so superior a quality that they readily fetch, in the open market, double the price obtained for pure-bred Blackface wether lambs of the same age. Further, though the wool of the Southdown-Blackface cross is only about half the length of pure Blackface wool, the coat is so compact, and the quality of the wool so good, that before the war the fleece of a hybrid Southdown-Blackface fetched as much as three fleeces of pure Blackface sheep of a like age. The great value of Southdown-Blackface wool has been



HOW IT IS DONE IN AMERICA: THE "HERALDS" OF THE U.S. FIRST DIVISION DURING THE MARCH THROUGH NEW YORK.

Photograph supplied by Trampus.

into being during modern times. And since these are the product of crosses with older breeds, themselves of mixed blood, our knowledge does not carry us very far. When our rude forefathers tried their prentice hands at the work of the shepherd, they had, perforce, to begin by taming captives made from the herds of the commonest species to hand. In Europe this was the Mouflon, a species which survives in a wild state to-day only in Sardinia. In Asia two species at least were thus exploited—the Urial of the Punjab, and the Siberian Argali. Flesh, and fleece, and milk, such as could be obtained from their newly-founded herds without more ado, sufficed these primitive flock-masters. But in due time came a desire to improve the stock. Domestication itself would lay the foundation for this desire, since it would inevitably bring about appreciable departures in form, and size, and fleece.



HOW IT IS DONE IN AMERICA: WOUNDED SOLDIERS OF THE U.S. FIRST DIVISION IN THE MARCH THROUGH NEW YORK.

Photograph supplied by Trampus.

demonstrated in the textile department of the University of Leeds. Uncombed it forms a most attractive worsted cloth, and when woollen-spun it forms a soft, semi-merino fabric.

(Continued overleaf.)

Experience proves that health of body is essential to success and happiness. Health knows no worry and radiates confidence. That all too common feeling of "never quite myself" is a dangerous influence. But it can be remedied, and all the buoyancy of perfect health—the clear brain—the sparkle and animation of thought and action—can be restored by the simple habit of the daily use of ENO. Science has proved that the digestive function is the pivot of life, and this world-famous, sparkling and refreshing health-drink has been known for half-a-century as an invaluable aid in keeping the whole system in a healthy, orderly condition. The regular and pleasant habit of taking a glass of water with a dash of ENO, night or morning, will very soon correct in a perfectly natural manner irregularities such as indigestion, headache, biliousness, impure blood, feverishness and depression.

No household that wisely consults the comfort and happiness of its members will neglect to provide itself with a safeguard to health, at once so pure, simple, and effective as this preparation, which has caused the name ENO to become a household word from one end of the earth to the other.



Insist on getting
this bottle when you
ask your chemist for
"FRUIT SALT"

The words "FRUIT SALT" are our registered Trade Mark, and have been known for half-a-century by the Trade and Public to mean the preparation of J. C. ENO, LTD., and no other. It is frequently referred to shortly as

ENO

BEWARE OF IMITATIONS, AND LOOK FOR THE
NAME "ENO" ON WRAPPER, CAPSULE & BOTTLE.

Prepared only by J. C. ENO, LTD., "Fruit Salt" Works, London, S.E.

MICHELIN TYRES



*Have the Best of Tubes
in the Best of Covers.*

Ask your dealer regarding their service.

(Continued)

A third cross which has yielded fine results is that between the "Siberian Mouflon" and the Shetland. The wool of this last, from its reddish colour, is known as "Moorit," and is in great demand for some purposes. The wool resulting from the Siberian cross is so lustrous, soft, and silky as to form an excellent substitute for alpaca, while it is said to be superior for knitting to the fine soft moorit wool grown in Shetland. Shetland moorit wool, by reason of its lack of lustre and deficiency in strength, is not well adapted for making into fabrics. All these defects can be changed by the introduction of the "Siberian" blood.

The "Siberian Mouflon" breeding stock was obtained from Petrograd some years ago. In regard to the horns of the rams, it should be remarked that they are very like those of the Mouflon. The fleece is of a rich brown colour, and has something of the soft, silky handle which one associates with alpaca or cashmere. Prof. Cosser Ewart's work has borne timely fruit, and the community owes him much for his long years of labour. It is devoutly to be hoped that the fullest use will be made of the information he has given to breeders on this most important theme.

W. P. PYCRAFT.

The Automobile Association is desired by the London Traffic Emergency Committee of the Ministry of Transport, to strongly urge owners of private motor vehicles to avoid congested points of traffic, either by alighting before reaching such areas, or by proceeding by side roads, away from the centres of congestion.

One of the most interesting personalities in the A.C.U. Six Days' Trial was F. W. Applebee, or "Pa." This rider is actually fifty-nine years of age, and piloted his B.S.A. 41-h.p. machine without a falter over the whole course, gaining thereby a gold medal.



FLIER TO A HEIGHT OF 34,600 FEET: ROLAND ROHLFS.

The event took place at the Mineola Flying Field.

Photograph by Underwood and Underwood.



A MACHINE FLOWN TO A HEIGHT OF 34,600 FEET: THE CURTISS WASP TRIPLANE.

This is the machine used by Roland Rohlfs when, on September 18, he reached a height of 34,600 feet, breaking the previous record of 30,200 feet. The aviator was in the air for 1 hour 53 minutes; and he found the temperature to be 43 degrees below zero at the highest point he reached.—[Photograph by Underwood and Underwood.]

THE PLAYHOUSES.

THE GILBERT AND SULLIVAN REVIVAL AT THE PRINCE'S.

WHATEVER else has staled in the mid-Victorian type of entertainment honourably remembered as Gilbert and Sullivan opera, Sullivan's music still retains its freshness. There is not an air, there is hardly a bar, for instance, in the score of "The Gondoliers" which is not as familiar to the playgoer of to-day as the refrain of "Home, Sweet Home"; and yet last Monday night, when this piece was selected to inaugurate a series of revivals of the only successful examples of inventiveness our stage has to show in the lighter lyricism, number after number was encored as though it had been some happy find in the newest of musical comedies. Whether Gilbert's rather mechanical vein of humour, and still more his pedantic and mannered diction, will survive the ordeal of four months' exposure to the notice of a new and critical generation is a more difficult matter to decide. In "The Gondoliers" there is so much movement and dancing that the dialogue does not come into too great prominence. In other operas it is possible that more impatience on the part of hearers may show itself. Mean-

time, we are provided at the Prince's with piquant scenic effects, with a rendering of the score from Mr. Geoffrey Toye which is admirably in keeping with tradition, and with a cast which includes that ever-welcome old Savoyard Mr. H. A. Lytton and a company of efficient performers, among whom may be singled out Miss Elsie Griffin, the Gianetta, for her singing; and Miss Briercliffe, the Tessa, for her dancing.

On the opening night those behind the footlights seemed to be enjoying themselves as thoroughly as those in front; there could not be a better augury of success for the series.

URODONAL

and GOUT.

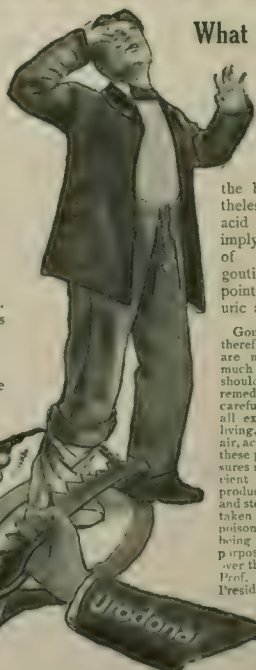
RHEUMATISM.
GOUT. GRAVEL.
CALCULI.
NEURALGIA.
SICK-HEADACHE.
SCIATICA.
ARTERIO-SCLEROSIS.
OBESITY. ACIDITY.

Urodonal

cleanses the Kidneys, Liver, and Joints.
It maintains the flexibility of the arteries
and prevents Obesity.

Urodonal

is to Rheumatism and Gout what Quinine
is to Fever.



What is Gout?

Gout, in common with Rheumatism, is caused through arthritis (excess of uric acid in the blood). Nevertheless, excess of uric acid does not always imply the presence of gout, whereas goutiness invariably points to excess of uric acid.

Gouty subjects should therefore know that they are manufacturing too much uric acid, and should take steps to remedy the condition by careful dieting, avoiding all excess or errors in living, leading an open-air, active life, etc. Even these precautionary measures may prove insufficient to prevent overproduction of uric acid, and steps will have to be taken to eliminate the poison as fast as it is being formed. For this purpose physicians all over the world (including Prof. Lancereaux, late President of the Paris Académie de Médecine) recommended the use of URODONAL, which is thirty-seven times more active than lithia, as a solvent of uric acid, while possessing the additional advantage of being absolutely harmless (unlike other remedies of a similar kind), and not causing injury to the heart, brain, stomach, kidneys, or other organs, even when taken in large and repeated doses.

A Martyr to Gout.

URODONAL, prices 5/- and 12/-. Prepared at Chatelet's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct from 38, rue de Valenciennes, Paris, or 126, from the U.S. and Canadian Agents, HEPPLIS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

Agents in Canada: ADAMSON & FRANKS, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agents in New Zealand: BASIL KING, Malcolm Street, Dunedin.
Sub-Agents for India, Burma and Ceylon: G. ATHERTON & Co., 8, Clive Street, Calcutta.

Dr. DAURIAN,
Paris Faculty of Medicine.

GLOBÉOL

The Ideal Tonic.

Anæmia Neurasthenia Debility
Convalescence Nervous Exhaustion Overstrain



Globéol—the good sower of perfect health.

Globéol pills are composed of the total extract of the red corpuscles of the blood associated with colloidal iron and manganese, to which is added a particle of quassa, the latter being included with a view to assisting the digestion of food and its consequent conversion into pure, strong, health-giving blood.

Globéol is therefore an invaluable blood-forming and nerve-strengthening tonic. It overcomes the most obstinate cases of anæmia, owing to its close affinity to the blood, while it is free from the disadvantages of the majority of ferruginous medicaments (digestive disorders, constipation, discolouration of the teeth, etc.).

The value of Globéol in nervous disorders (Neurasthenia, Nervous Exhaustion, etc., etc.) has been fully established and its efficacy confirmed by the eminent members of the Medical Profession abroad. Its merits are now claiming the attention of Physicians in this country, many of whom are prescribing it regularly.

Price 5/- per bottle. Prepared at Chatelet's Laboratories, Paris. Obtainable from all Chemists, or direct, post free 6/3, from the British and Colonial Agents, HEPPELS, Pharmacists, 164, Piccadilly, London, W.1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

"I received the pearl necklace safely yesterday, and I am exceedingly pleased with it. It is really a fine and sturdy article from a real rope I have."

"I am in receipt of the necklace which arrived this morning, for which many thanks. It is in perfect condition and the pearls are all that you claim for them, and I am truly delighted."

"The ring and brooch have already been admired by several of my friends. I think them a wonderful copy of the real pearls and marvellously cheap in price."

"I have worn your necklace a week and think it the most marvellous reproduction of the genuine article that I have ever seen. Many of my friends thought it was real, and a few to whom I confided that it was a 'Ciro' are going to send for some of your different articles."



No. 1. Necklace of Famous 'Ciro' Pearls (15½ in. long). Price £1 1 0.
Solid Gold Clasp, 2 6 extra.

"I particularly wish to say the necklace surpassed my highest expectations, the pearls are really marvellous."

"Many thanks for pearl necklace and ring to hand. I cannot find a word to describe enough to express my satisfaction and I am sure that you will be prompt attention."

"The necklace reached me this morning and proved an agreeable surprise. The promptness of your service was a pleasure to me, but of course could not compare with the admiration your product called forth. An additional order speaks in itself of my satisfaction."

"Your pearls arrived to-night and I am more than delighted with them. My friends were guessing the price of them, and they ranged from five guineas to twenty-six guineas."

CLIENTS
are
continually
writing us
of the
wonderfully
genuine
look of

Ciro Pearls

Their friends and experts think they are real.

ALL PRAISE CIRO PEARLS,
which have revolutionised the Pearl industry.

OUR UNIQUE OFFER.

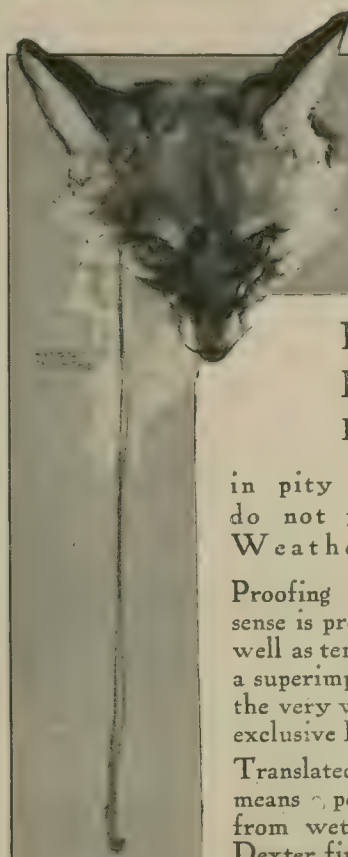
YOU MAY HAVE CIRO PEARLS ON APPROBATION FOR ONE WEEK.

We will send you a necklace, a ring, or any jewel with 'Ciro' Pearls on receipt of £1.1.0. Put it beside any real pearls or any other artificial pearls, and if it is not equal to the genuine, or superior to the other artificial pearls, return it to us, and we will refund your money. Our provincial customers may send their orders by the post, and will receive the same attention as if they had called upon us personally.

OUR NEW ILLUSTRATED BOOKLET NO. 16, WILL INTEREST YOU.

Our only address is—

39, Old Bond Street, W. 1 (just off Piccadilly) 1st Floor only. WE HAVE NO SHOP.
Te phone : Gerrard 3077. **CIRO PEARLS Ltd. (Dept. 16).**



RAINHARD DEXTER LOOKS DOWN

in pity upon those who do not yet know Dexter Weather values

Proofing in the true Dexter sense is proofing against time as well as tempest it is not a superimposed quality, it is in the very warp and woof of the exclusive Dexter fabrics

Translated into service, this means a permanent immunity from wettings and the Dexter fine tailoring puts your appearance above criticism.



WALLACE SCOTT & CO. LTD.
(WHOLESALE ONLY)
CATHCART GLASGOW

DEXTER
WEATHERPROOFS

Leading Outfitters Everywhere

Why risk
catching
INFLUENZA
this Autumn?

Take

FORMAMINT

THE GERM KILLING THROAT TABLET

Doctors themselves are already taking Formamint as a protection against the expected recurrence of INFLUENZA this Autumn: you should do likewise. The demand for Formamint is sure to be much greater than the supply, so lay in a good stock now, while your chemist still has plenty at the pre war price — 2/2 per bottle.

GENATOSAN, LTD. (Makers of Sanatogen, Genasprin, etc)
12, Chancery Street, London, W.C.1 (Chairman: The Viscountess Rhonda)

Seasonable Safeguards at BURBERRYS

connote ideal security,
comfort and distinction.

They ensure protection against the worst weather conditions—however wet or cold—yet are agreeable on mild days, because of their lightweight and natural ventilation.

Burberry Models are always ahead of Fashion, combining the graceful silhouette, which is important to the enhancement of artistic beauty, with the freedom and comfort, which the awakened activities of women have rendered imperative.

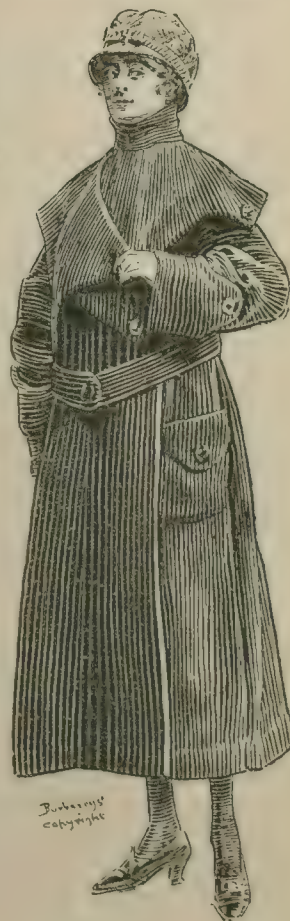
Burberry Materials are unequalled for their tasteful and varied colourings, which are blended into patterns of charming originality, and of which neither sun nor rain can injure the freshness and beauty.

Illustrated Catalogue and
Patterns sent post free.

Coats and Suits cleaned by Burberrys;
Weatherproof Garments re-proofed.
Prices on request.

Every Burberry Garment
bears a Burberry label.

BURBERRYS Haymarket
London S.W.1
8 & 10 Boulevard Malesherbes PARIS
Also Agents in chief Provincial Towns



Burberry's
copyright

Burberry Topcoat A 1170.
Ideal for Motoring.

["After Waterloo and Now"—Continued from page 516.]

physical force. Nearly a quarter of a century of warfare had hardened men's minds and brutalised their thoughts. Pugilism and dog-fighting were the popular sports. Moreover, Parliament held serenely aloof from the new manufacturing England. Manchester sent no Member to Parliament: Old Sarum sent two. Cornwall was represented by thirty-four members; Scotland, by thirty-five. Corruption was rife in public affairs, both at Westminster and in the corporations which mismanaged the old historic towns. The list of places, pensions, and sinecures published by "A Commoner" in 1819 (third edition) fills more than 200 pages. No wonder that people demanded a reform of Parliament! No wonder that extreme persons went further and called for confiscation of land—witness Dr. Spence, who in 1816 put forward the attractive programme: "The land is the people's birthright. Landed monopoly is, indeed, equally contrary to the benign spirit of Christianity and destructive to the independence and morality of all Mankind." Yet it does not appear that either Spence's Plan or the tirades of Orator Hunt produced any outbreaks of consequence. And even that pugilistic pamphleteer, William Cobbett, amidst all the abuse that he showered on placemen, fund-holders and a rotten Parliament, earnestly dissuaded the people from violent measures. That self-educated man had grasped the all-important truth that the greatness and welfare of England had been secured and maintained by constitutional and parliamentary action. He, therefore, advised his readers to concentrate all their efforts upon parliamentary reform, the attainment of which would bring all other needed reforms peaceably within reach. Thus, in his twopenny *Political Register* of Oct. 26, 1816, he expressed regret that the Southwark reformers had introduced into their petition for reform a complaint about tithes. Reform Parliament, and it will settle the tithes' grievance—such was his method. After the worse than futile rioting and machine-smashing of 1816 he wrote (Nov. 2): "I know of no enemy of reform and of the happiness of the country so great as that man, who would persuade you that we possess *nothing good*, and that

all must be torn to pieces. There is no principle, no precedent, no regulations (except as to mere matter of detail), favourable to freedom, which is not to be found in the Laws of England, or in the example of our Ancestors. Therefore, I say, we may ask for, and we want *nothing new*. We have great constitutional laws and principles, to which we are immovably attached. We want *great alteration*, but we want *nothing new*. Alteration, modification to suit the times and circumstances, but the great principles ought to be and must be, the same, or else confusion will follow.

go farther than a real and radical reform of the Parliament, be you well assured, that that man would be a second Robespierre if he could, and that he would make use of you, and sacrifice the life of the very last man of you; that he would ride upon the shoulders of some, through rivers of the blood of others, for the purpose of gratifying his own selfish and base and insolent ambition."

The spirit of Cobbett and of other reformers far wiser than he sufficed to make England a land of practical improvements, and to assure for the masses of the people an increasing share in political power and well-being. There is no need to point out at length the contrast between their position a century ago and that of to-day. That they are far better off in every respect, only ignorance and prejudice would deny. Even at the present high rate of necessities (a rate that will only be prolonged by wholesale strikes and the equally insidious methods of 'canny'), their wages bear a better ratio to those necessities than they did in 1819; and workmen and their families share to the full in all the municipal improvements and educational advantages of the present time. The system of national taxation and municipal rating is so designed as to make the burdens fall heavily on the rich and comparatively lightly on the poor. It is the fairest which the world has ever seen; and it assures to all a full share in the benefits for which the well-to-do bear an ever-increasing burden of taxation. Certain fanatics and visionaries affect to despise the Nineteenth Century and talk grandiloquently of a new world which will put to shame the old world. Every enlightened and hopeful man desires to see the blots on the old system removed. But if the experience of the past means anything it means that beneficent and lasting reforms come only by adherence to the cause of orderly and progressive reform, not by semi-revolutionary methods; by persuading, not by bullying the community; by downright hard work, not by demonstrations, irresponsible strikes, and general slackness.



TRANSPORT DURING THE RAILWAY STRIKE: A PETROL-FEEDER AT WORK. Regent's Park was made the Government clearing centre for market produce. A Government lorry employed there is here seen being fed with petrol.—[Photograph by G.N.]

"It was the misfortune of the French people, that they had no great and settled principles to refer to in their laws or history. They sallied forth and inflicted vengeance on their oppressors: but, for want of settled principles, to which to refer, they fell into confusion; they massacred *each other*; they next flew to a military chieftain to protect them even *against themselves*; and the result has been what we too well know. Let us, therefore, congratulate ourselves, that we have great constitutional principles and laws to which we can refer and to which we are attached. . . . When you hear a man talking big and hectoring about projects which



Morris's "Yellow Seal" Cigarettes charm the palate of the most fastidious with their refined and distinguished flavour.

Of high-class Tobacconists
1/4 for 20.
As supplied to the House
of Lords.

MORRIS'S
YELLOW SEAL
VIRGINIA CIGARETTES

B. Morris & Sons, Ltd., London, E. 1.

Manfield & Sons
BLACK VELVET.

A useful and inexpensive change of footwear is that provided by velvet. The soles should be strong enough for street or car on fine days and then the shoes will continue their service later as smart house footwear. Shoes of this kind are offered, as long as the stock lasts, by Manfield's, in the three varieties set forth below. These are of course exceptional value, and a pair should be secured without delay.

No. 3573. As shown } 14/9
No. 3571. Smaller Buckle }
No. 3578. One Bar, Bow. } 12/9

Send P.O. for sample pair, giving size and number, to—

59 & 60, ST. PAUL'S
CHURCHYARD,
London, E.C.4,
or nearest branch,
London and
Provinces.



AITCHISON'S
Prism Binoculars

The Ideal Glasses for all Sporting and Touring Purposes.

The MARK 1. is the standard service glass as supplied to the Government throughout the war. All the models which are fitted with eyepiece focussing are hermetically sealed, and consequently withstand exposure to all kinds of climates and weather conditions.

	Magnification	With Eyepiece Focussing	With Central Focussing
The MARK 1 (as illustrated)	x 6	£10 10 0	£11 15 0
The LUMAC	x 8	£11 0 0	£12 5 0
The LUMAC	x 12	£13 0 0	£14 5 0
The OWL (extra large aperture)	x 6	£12 0 0	£13 5 0

Prices include best solid leather sling case and lanyard.

Call and inspect, or write for Price List No. 61.

AITCHISON & CO., LTD.,

Opticians to the British and Allied Governments.

428, STRAND, W.C. 2

281, Oxford St., W.1 130, High Holborn, W.C.1
And Branches, London. LEEDS—37, BOND ST.



Trade Mark.





Baked all through—

as good cakes should be, because "Raisley," the sure raising powder—formerly known as "Paisley Flour"—has been used for the raising.

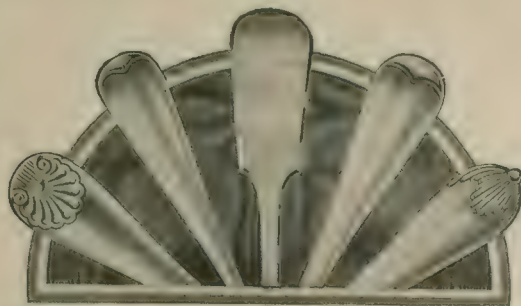
Cakes and pastry raised with "Raisley" are always light, digestible and delicious. It combines so freely with household flour that every particle is perfectly raised—hence such satisfactory results.

Brown & Polson make it with the same thoroughness as they make Corn Flour.

Raisley

The SURE raising powder
Paisley Flour

1/1, 6½d. and 2½d. per packet.



HARRODS CUTLERY AND PLATE LASTS A LIFETIME!

For maintaining its appearance and for splendid service generally, Harrods fine Cutlery and Electro Plate have long since established their reputation. The Quality of the following makes them a real economy.

SPOONS & FORKS

In any of the above five patterns in Harrods Quality "A" Electro Plate

Table Spoons or Forks, ½ doz. - 24/-

Dessert Spoons or Forks, ½ doz. - 18/-

Soup Spoons, ½ doz. - 25/-

Tea Spoons, Breakfast Size, ½ doz. - 10/-

Tea Spoons, Afternoon Size, ½ doz. - 8/3

Coffee Spoons, ½ doz. - 6/9

TABLE CUTLERY

Pattern as illustration on right. P.S. 3711. Imitation Ivory.

Table Knives, ½ doz. - 21/-

Cheese Knives, ½ doz. - 18/9

Carvers, per pair - 13/9

Steels, each - 5/6

P.S. 3721, in real Ivory:

Table Knives, ½ doz. - 40/-

Cheese Knives, ½ doz. - 33/9

Carvers, per pair - 25/-

Steels, each - 8/3

Harrods

In Harrods great Silver and Cutlery Salon on the Ground Floor is displayed a charming and useful variety of articles suitable for practical and acceptable gifts. Be advised to come and see them.

HARRODS LTD

Woodman Building,
Managers' Directorate

LONDON SW 1

Enthusiasts for better care of the teeth

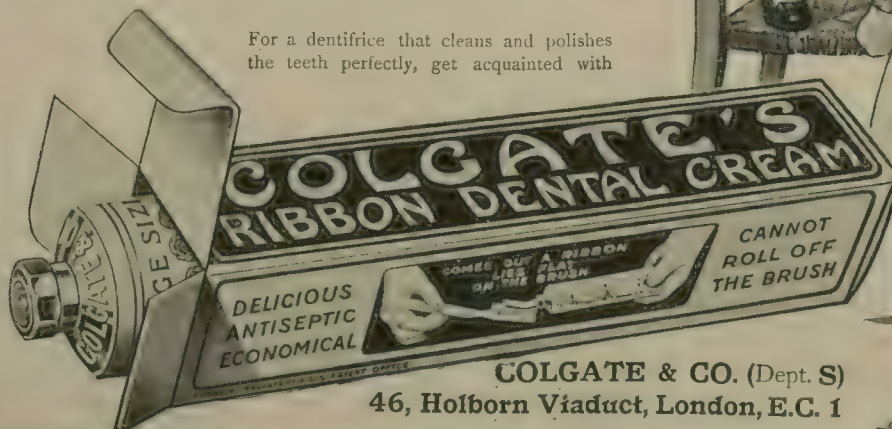
A mother should know how easy it is to make brushing the teeth a treat instead of a duty. Simply use the delicious

COLGATE'S RIBBON DENTAL CREAM

TRADE MARK

This pleasant-flavoured dentifrice has none of the 'medicine' taste found frequently in mouth washes

For a dentifrice that cleans and polishes the teeth perfectly, get acquainted with



COLGATE & CO. (Dept. S)

46, Holborn Viaduct, London, E.C. 1



A MINE OF MEMORIES.

THE latest volume of the multi-coloured memories of the well-known writer Katharine Tynan (Mrs. Katharine Tynan Hinkson), aptly called "The Years of the Shadow" (Constable), is full of interest. It deals with a wide range of subjects—life in Ireland in a disturbed period, when disaffection and perturbation at home and the war abroad accentuated the interest of every page and filled it with a special sense of personal as well as political activity. Katharine Tynan's warm and never-failing sympathy is evident throughout, and responds to the call made upon it during the eventful years with which she deals, and must compel an answering sympathy even when the reader may not be in complete agreement with the views expressed with so much skill and feeling.

In her latest volume the author deals with an infinity of personalities and incidents, and readers of her records and opinions will recognise pleasantly enough the all pervading womanliness of the work. The number of interesting and influential men and women, from the Earl and Countess of Aberdeen to many of less social importance, with whom the author was in touch, and the variety of the incidents described, make the volume a veritable literary kaleidoscope of the years with which it deals; and its colloquial method of presenting anecdotes, reflections, and conclusions is very suitable to the personal force with which her pages appeal to her readers.

The volume, although dealing with "The Years of the Shadow," and the many grave personal and political incidents of that period, gains alike in force and tenderness by the womanliness of the writer, and her varied subjects prevent any page from cover to cover seeming dull. In all its more than three hundred pages it is vividly alive and alert. There are, beyond counting, "good stories" of men and women whose names are household words both in and out of Ireland; and there is a brief but very appreciative account of the author's visit to Italy, written with keen appreciation of the natural beauty of its scenery and the intense interest of its historic associations. From the first page to the last the personal opinions of the

author, expressed without fear or favour, lend the book an interest and piquancy which can only be found in a volume of recollections in which the personal note is dominant.

CHESS.

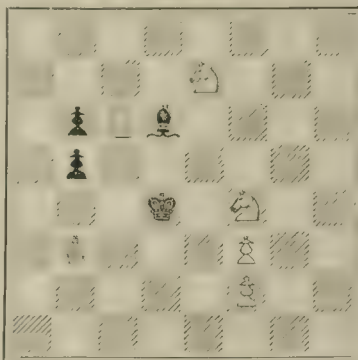
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CORRECT SOLUTION OF PROBLEM No. 3812 received from P. V. Early (Fatsan, China); of No. 3817 from Dr. J. C. Symmes (New York), and R. F. Morris (Sherbrooke, Canada); of No. 3819 from A. C. Holliday (Rochester, W. C. D. Smith (Northampton), S. Downs (Huxton), and E. J. Gilks (Upton M'nor).

CORRECT SOLUTIONS OF PROBLEM No. 3820 received from P. Cooper (Clapham), J. Fowler, A. W. Hamill on Gell (Exeter), G. Stillinfleet (London), R. Hope (Greenwich), H. Grassett B. L. Lwin (Farnham), A. H. H. (Bath), and A. C. Holliday (Rochester).

PROBLEM No. 3821.—By A. W. LUYENDYK.

BLACK.



WHITE.

White to play and mate in two moves.

SOLUTION OF PROBLEM No. 3810.—By W. R. KINSEY

WHITE

1. Kt to K 4th

2. Mates accordingly

BLACK

Any move

CHESS IN ENGLAND.

Game played at Hastings in the Major Tournament of the British Chess Federation, between Messrs. R. H. V. SCOTT and R. P. MICHEL.

(Queen's Pawn Opening.)

WHITE (Mr. S.)	BLACK (Mr. M.)	WHITE (Mr. S.)	BLACK (Mr. M.)
1. P to Q 4th	P to Q 4th	A pretty piece of play, especially as the fruits of the sacrifice are not immediately gathered.	
2. Kt to K B 3rd	Kt to K B 3rd	18. R takes Kt	
3. P to B 4th	P to K 3rd	19. P t: kes P	R to B sq
4. P to K 3rd	P to B 4th	20. Kt to K 5th	P to Q R 3rd
In the opinion of many authorities, among whom we think was Schlechter, this is Black's test continuation.		21. Q R to K B sq	Kt to B 6th
5. Q Kt to Q 2nd	Kt to B 3rd	22. Q to K 3rd	B to R 2nd
6. P to Q R 3rd	B P takes P	23. Kt to Q 7	Kt (B 6) to Q 4th
7. K P takes P	P t: kes P	24. Q to R 3rd	P to K 3rd
8. Kt takes P	B to K 2nd	25. Q to B 5th	Q R to B 2nd
9. P to Q K 3rd	Castles	26. Kt takes R	Q takes Kt
10. B to Q 3rd	P to Q Kt 3rd	27. Q to Kt 6th	
11. Castles	B to Kt 2nd	If 27. Q to R 7th (ch), Kt takes Q; 28. B takes Kt (ch), K takes B; 29. R takes Q, Black's advantage in material would probably extricate him from his difficulties.	
12. B to Kt 2nd	B to Q 3rd	27. B to B 3rd	
13. Kt (B 3) to K 7th		28. K to R sq	B to K sq
Although the positions are curiously alike, one has a feeling that White's is the better. He seems at least a move ahead, and able to deprive the defence at will of all liberty of action.		29. Q to Kt 3rd	B to Kt sq
14. Q to K 2nd	Kt to K 2nd	30. Q to K 5th	R to B sq
15. P to B 4th	R to B sq	31. Q takes Kt(Q5)	Resigns.
16. R to B 2nd	B to Kt sq	White's doubtful Rooks dominate the situation. A smart and clever victory.	
17. P to B 5th	Kt (K 2) to Q 4th		
18. Kt t: kes P	P to Q Kt 4th		

TERMS OF SUBSCRIPTION

TO

"THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND. Twelve Months (including Christmas Number), £2 18s. 6d.
Six Months, £1 8s. 6d.; or including Christmas Number, £1 10s. 7d.
Three Months, 14s. 1d.; or including Christmas Number, 16s. 6d.

CANADA. Twelve Months (including Christmas Number), £3 0s. 11d.
Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d.
Three Months, 14s. 7d.; or including Christmas Number, 17s. 6d.

ELSEWHERE ABROAD. Twelve Months (including Christmas Number), £3 5s. 3d.
Six Months, £1 11s. 6d.; or including Christmas Number, £1 13s. 10d.
Three Months, 15s. 6d.; or including Christmas Number, 18s. 6d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited," or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2.

PARIS—HOTEL LUTETIA

43, Boulevard RASPAIL.

"THE MOST MODERN HOTEL."

FIRST-CLASS RESTAURANT
CONCERT.

Ask for Tariff and Plan—J. CADILLAT, Manager.

Robinson AND Cleaver's

Autumn Blouses.



No. A 103. Blouse in good quality Georgette, soft falling front, outlined deep hemstitch hem, edged fine Valenciennes lace. Colours, ivory, sky, champagne, helio and flesh.
Sizes 13 to 14 1/2 **29/11**

Latest List sent post free.

ROBINSON & CLEAVER, LD.
The Linen Hall, Regent Street,
LONDON, W 1



How CUTEX improves your nails



Never cut the cuticle round your nail because that makes the skin hard, and unsightly hang-nails result. The dainty, better way is to remove the cuticle gently with Cutex. Wrap some absorbent cotton round the orange stick you find in the Cutex package and gently push back the cuticle. It softens at once — then disappears. Rinse your fingers in clean, cold water and dry them. Even after one Cutex manicure you will be astonished at the improvement in your nails.

Cutex costs only 2/- at any Chemists, Stores or Perfumers.

Cutex nail white and Cutex cuticle comfort are each 2/- also. Post free 2/3 from

HENRY C. QUELCH & CO.
4 & 5, Ludgate Sq., London, E.C.4
Sole Agents for the Manufacturers,
Northam Warren Co., Montreal and
New York.

THERE IS NO PEACE

IN THE WAR WITH THE ELEMENTS, AIR, FIRE AND WATER TIRELESSLY EXERT THEIR INFLUENCE FOR DESTRUCTION ON THE HANDIWORK OF MAN.

THE MARCH OF PROGRESS HAS PRODUCED A METAL WHICH DEFIES THE ELEMENTS. IMMUNE TO THE RUSTING AND CORRODING EFFECTS OF AIR AND WATER, AND PROOF AGAINST THE EROSION AND SCALING CAUSED BY HIGH TEMPERATURES.

FIRTH'S STAINLESS STEEL

STANDS FORTH AS CONQUEROR IN THE LONG BATTLE WITH THE ELEMENTS.

THOS. FIRTH & SONS, LTD.,
SHEFFIELD.



"Red Tape" Rhymes.

The road runs far beyond the hill,
By burn and brae and mountain rill,
But thou'lt be sure I love thee still,
My bonnie lass,
So fetch the auld "Red Tape" and fill
A partin' glass.

Because it conforms to the connoisseur's standard of a perfect Whisky, "RED TAPE" is sought for, as a beverage and medicinally, everywhere. Supplies are for the time being limited, but please ask your Wine Merchant for "RED TAPE."

"Red Tape"
(TRADE MARK)
The Whisky

Sole Proprietors:
BAIRD-TAYLOR BROS.,

GLASGOW, SCOTLAND.

THE CHRONICLE OF THE CAR.

Dazzling Lights and Consideration.

The removal of the lighting restrictions has resulted in numerous complaints of too-bright headlights on cars, and not a few accidents directly due to the glare from powerful lamps. A friend of my own is now in hospital, and will probably remain there for some time, as the result of such an accident. He was driving on one of the main roads a few miles out of London, and met a car with extremely powerful lights. He drew into the side of the road to allow it to pass, and was run into by an Army lorry, the driver of which was equally blinded by the glare. The consequence was considerable damage to the car, and a broken ankle and other severe injuries to my friend. I simply give the circumstances of this accident because it is typical of many which have occurred through the same cause. To my way of thinking, there is no need at all for thus blinding other road-users if only the motorist will exercise the same consideration he would desire to have extended to himself. A very large percentage of cars nowadays are equipped with electric lighting, and it is perfectly easy to switch off the head-lamps when meeting other traffic on the open road. I do not for an instant desire to pose as the perfect motorist, but I have long made it a rule to switch off electrics when meeting others, because I know the inconvenience and even danger the glare causes to those one is meeting; and a word of thanks from those to whom I have shown this little consideration is forthcoming more often than not. It entails no trouble. Just a momentary switching off and on again when the traffic has passed.

Where acetylene is the lighting medium, I admit this cannot be done with the same facility; but I am being rapidly converted to the opinion that such lights should be fitted with a device like the "Autoclipse," which consists of a black metal disc which is swung, by means of

a Bowden wire control, behind the burner when it is desired to damp the light, and which cuts out the reflector. I believe it is a compulsory fitting in many of the chief cities of the United States, and I do not know that many would object if it were made so here. One thing is certain—that, if we do not of our own volition attend to this matter of glare from headlights, we shall before long be compelled to do so by legislation or Order, in which case we shall be hampered by all sorts of

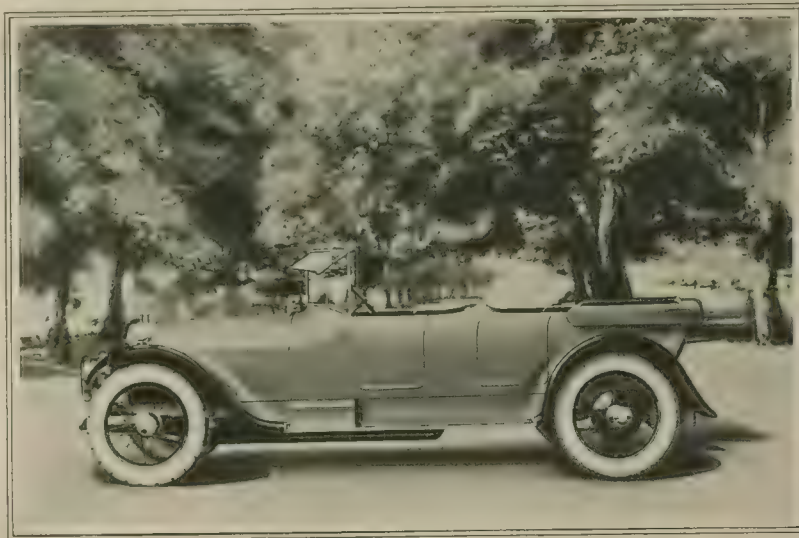
war. More especially is this so because since the Order has been in abeyance there have been several fatal accidents, mostly to cyclists, directly caused by the absence of such a danger-signal. In more than one of these cases a coroner's jury has added a rider to its verdict recommending that the Order should be put into force again. As a matter of fact, the rear red light is such an elementary precaution that it is difficult to appreciate why the requirement to use it was not persisted in after people had got so thoroughly used to it.

A Note on Carburation.

With benzol coming more and more into

use, people are having their carburettors adjusted to use the heavier spirit to the best advantage. Certain firms who make carburettors tell us on no account to fit any sort of extra air device. I will give my own recent experience in this connection, in the hope that it may help others. My car is fitted with a well-known make of carburettor regarding which the advice I have mentioned is given by the makers. Desiring to use benzol, I took the car to the carburettor people—I am getting too idle to do these things for myself—and got them to change the jets. They returned it to me as perfect. I always think a Bowden air-inlet is a good thing to have, if only to use as an air-brake downhill, so I had one fitted. This entailed a three-quarter-inch hole being drilled in the induction-pipe above the carburettor, and when the engine is running fast on open roads it will take the air inlet full open. Even in traffic it likes about half the extra air. Of course, the carburettor is not right. In addition to the changed jets, a larger choke-tube ought to have been put in, and will be presently. But the fact remains that the engine behaves as I have said, and that with a carburettor whose makers expressly tell us that we should on no account fit an extra air inlet. The obvious inference is that such a device is not at all a bad thing to have on the car. Incidentally, I may say that consumption has improved by, as far as I can judge without accurate test, something like twenty per cent.

W. W.



A TRIUMPH OF BRITISH ENTERPRISE: A POST-WAR NAPIER WITH CUNARD TOURING BODY.

disabilities and vexatious restrictions on the power of lights. Far better, then, to take it in hand for ourselves.

The Rear Red Light.

One good thing the railway strike has done for those who habitually use the roads, and that is to bring about a revival of the Order compelling all vehicles to display a rear red light. Now that the Order is in operation again, it is to be hoped it will be made permanent. I do not think anyone, save a few reactionaries, objects to the Order, which was found of inestimable effect during the



THE CAR
WITH THE FINEST
WAR REPUTATION

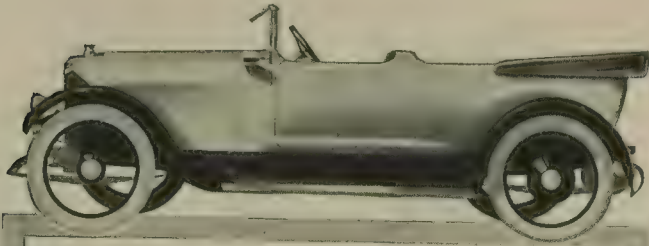
Vauxhall
THE CAR SUPEREXCELLENT

REPORTS from users who had not previously had experience of a Vauxhall show that the new 25 h.p. Vauxhall cars, delivery of which was begun in the Spring, are living up to the great reputation acquired by this make as a staff service car during four years of war service. What particularly is pointed out by critical users is that for sweetness of running and general tractability there appears to be nothing to equal the Vauxhall.

VAUXHALL MOTORS LIMITED
LUTON BEDFORDSHIRE

Telephone:
Luton 466-7-8-9

Telegrams:
Carvaux Luton



Adequate Service.

THE more exacting the test, the more marked is the Quality of the Crossley Car.

This was demonstrated during the war period in a manner which leaves no room for doubt. To-day the Crossley is rendering the same adequate service. The standard of the Quality Car is always maintained.

There are logical reasons for this. Right from the initial to the final stages in its building the strictest supervision of every part is maintained to ensure that its mechanism is perfect and in the selection of every piece of material the highest skill and care is exercised. The result in the finished car is best summed up in the word Quality. Crossley manufacture and Quality are synonymous terms.

Write for full particulars of the

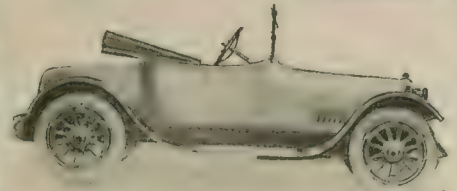
Crossley

25/30 h.p. R.F.C. MODEL

Chassis price (including Electric Starter and Lighting), £950.

Telephone:—
CIV 1011
(Private Exchange)
CROSSLEY MOTORS, LTD.,
Builders of Quality Cars,
MANCHESTER.
Telegrams:—
"Motors, Gt. Man."

LONDON Office and Service Dept. - 50, Pall Mall, Westminster, London, S.W. 1



A 1919 BUICK

THE lengthened wheel base, the enclosed valve mechanism, the latest and best type of dry plate clutch, are the leading features which differentiate the new Buick model from its famous predecessor "The 1916 Buick Six."

The phenomenal success of that car has led to an enormous number of enquiries relative to the latest Buick, and in consequence we have prepared a folder which describes and illustrates the various models. May we send you a copy?

Buick

General Motors Limited
136 Long Acre, London, W.C.2.
Telephone: Gerrard 6626 (3 lines).
Telegrams: "Buickgen, London."



When you
play a Rubber

smoke your "Civic"
Pipe—it helps you think
clearly and rapidly.

THE
"CIVIC"
PIPE

Makes leisure a pleasure

50 MODELS
ONE PRICE

All tobacconists sell "Civics"

6/6

The Essex Meets Travel Need

Light In Weight and Cost

New Type By Old Builders

There was a definite aim in building the Essex. There have always been light cars that gave satisfaction as mere transportation vehicles. But the light car that would meet the modern traveller's demand for comfort, endurance and beauty, as well as economy, had not yet appeared.

It was necessary to create a new type car—a car that would combine the economy of the light car with the riding comforts, conveniences, and the beauty of the larger car.

The Essex is the achievement of years of engineering thought. Behind it is the reputation of leaders in the motor industry—men who have won fame as the builders of the Hudson Super-

Six. The Essex is a product of the same factory. It possesses the same excellence in workmanship, the same care has been taken with its every part.

The economy of the Essex, together with its superior qualities of workmanship and riding comfort, has decided in its favour many who usually buy cars many times the price of the Essex.



Cable Address, Essexmotor, Detroit

SEASICKNESS



Positively prevented
and cured by

MOTHERSILL'S SEASICK REMEDY.

Testified by Royalty, Nobility, Army, Navy, and
Airmen all over the world.

Does not contain Cocaine, Morphine, Opium, Chloral or any
of the Coal Tar Products, therefore there are

No bad after-effects.

GUARANTEED OR MONEY REFUNDED.

All Chemists, 3/- & 7/-

MOTHERSILL REMEDY CO., Ltd.
19, St. Bride Street, London, E.C. 4

Ladies A Word With You About Your Skin

WHY not make
Cuticura Soap
your every-day
toilet soap, as-
sisted by Cuti-
curea Ointment
now and then
as needed, and
have in most cases a clear fresh
complexion, a clean scalp free
from dandruff and itching, good
hair, soft white hands and a whole-
some skin free from blemish, with-
out resorting to tiresome, expen-
sive "beauty" fads? Cuticura
costs little and does much.

Soap 1/-, Ointment 1/3 & 2/6.
Sold throughout the Empire. For
32-page skin booklet address: F.
Newbery & Sons, Ltd., 27 Charter-
house Sq., London. Also for mail
orders with price. **Cuticura**
Soap shaves with ut mug.

A Skin With The Soft Bloom of Youth

is assured to all who make a habit of
using Ven-Yusa daily. Aided by its
unique oxygen properties, Ven-Yusa
exercises its sweet influence both on
and below the surface.

Ven-Yusa softens, cleanses and feeds
the tissues, and gives you a complexion
radiant with youth and beauty.

VEN-YUSA The Oxygen Cream.

1/- per jar of all Chemists, Stores, &c., or from
C. E. FULFORD, Ltd., Leeds.



Telegrams:
Bathchair,
Wesdo, London.

By Special
Appointment



CARTERS (J. & A. CARTER) LTD.

"The Alleviation of Human Pain."

SPINAL CARRIAGES

'The Southsea'



Wicker and Carriage
built, of distinctive
construction and un-
exampled durability.

These Carriages are illus-
trated in Sectional Cata-
logue No. 5.
If further interested, please
ask for 'Modern Comfort
Furniture,' the standard
work of reference for
all Invalids and Comfort
Lovers (two illustrations).

**EVERYTHING for THE
WOUNDED or INVALID**

2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

IMAGINE the finest possible PRISM BIN-
OCULARS—every point thought
out, combining every advantage—light weight, water-
tight, magnification X 6, wide view, brilliant
illumination, finest lenses, exquisite workmanship,
microscopic definition, and the result is a

WATSON "SUNICA" PRISM GLASS (BRITISH MADE)

Over 30,000 pairs manufactured and supplied
during 1918. *Reliability and
Modesty of Maintenance for the Great War.*

**GIVE YOUR FRIEND THE BEST
BRITISH GLASS—THE "SUNICA."**

Price **£10 10 0** Complete in Case. Magnification 8 diameters, **£11** in Case.

Support British Labour. Write at once for Illustrated Descriptive List 4 E 10—

W. WATSON & SONS, LTD.,
Field Glass Makers to the British NAVY and ARMY and to many Foreign Governments,
313, HIGH HOLBORN, LONDON, W.C.



Damp-proof.
Water proof. Dust-proof.
Price **£10 10 0** Complete in Case.

Culleton's Heraldic Office

92, PICCADILLY, LONDON.
Arms and Pedigrees of English and
Foreign Families.

General and Heraldic Engraving. Pedigrees
PEDIGREES ENGROSSED AND EMBLAZONED
Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS.
Sketches and Designs for all purposes.

MATERNITY

Finlay's Patents.

SKIRTS 6s. to 21s.
COWNS 14s. to 6s.
CORSETS 5s. to 2s.
as Lady says:
"I have seen delightful
flocks at Finlay's for
Maternity Wear... very
carefully planned, being
of service to any size."
—*as Lady says*—
H. FINLAY,
47, Duke Street, London, W.1.
Finlay's
The Maternity House of Gt. Britain

SIR JOHN BENNETT, LTD.



Magnificent single-stone
Diamond Ring, £100 to £500. Diamonds, £90.

RING SPECIALISTS.

Sir John Bennett, Ltd., have the finest stock of
Rings in London, comprising all the newest and
most choice designs, mounted with Diamonds,
Emeralds, Rubies, Sapphires, Pearls, and other
precious Stones, ranging in price from £5 to £500.



Emerald and Diamond, £250. Emerald and Diamond, £65. Pearl and Dia-
mond, £80.

WATCHES, CLOCKS, AND JEWELLERY
of every description.

ILLUSTRATED CATALOGUE POST FREE.

SIR JOHN BENNETT, LTD.,
65, Cheapside and 105, Regent Street, London.



HIMROD'S CURE FOR ASTHMA

Gives instant relief from
Catarrh, Asthma, etc.
The Standard Remedy
for over 40 years.
At all chemists 4/3 a tin.

Hindes

HAIR TINT for Grey or Faded Hair

Tints grey or faded hair any
natural shade desired—brown,
dark-brown, light-brown, or
black. It is permanent and
washable, has no grease, and
does not burn the hair. It is
used by over three-quarters of
a million people. Medical
certificate accompanies each
bottle. It costs 2/6 the flask.
Chemists and Stores, every-
where, or direct—HINDES, Ltd.,
1, Tabernacle Street, City, London.
Patentees and Manufacturers of the
world-famous Hindes Hair Wavers.

PANAMA PEARL NECKLETS From 3 Gns

**MOST WONDERFUL REPRODUCTION.
IMITATION IN
PERFECTION.
IMITATION IN**



**Old Gold.
Jewellery.
Bric-a-Brac.**
Bought or Exchanged.

MACMICHAEL, 48, South Andley Street,
Grosvener Square, London, W. 1

MENTONE (Riviera)

THE VENISE HOTEL

One of the leading English Family Hotels in Mentone.
Best situation—full south. Beautiful large garden.
High-class yet moderate. Since 10 years under
the management of Mr. A. SOMAZZI, Proprietor.

MILLIONS OF PEOPLE

FLORILINE
FOR THE
TEETH.
have used this most economical
Dentifrice with utmost satisfaction.
A few drops produce a most refresh-
ing lather and cleanser, refreshing
the teeth white, and arresting
decay.
Also put up in Powder form.
Absolutely BRITISH.
Why not give it a trial?

BUY A HARPER PIANO

ENTIRELY BRITISH MADE.
ONE GRADE ONLY—THE HIGHEST.
As now exhibited at OLYMPIA.
Write for particulars: HARPER PIANO CO., LD.,
258/262, Holloway Road, London, N. 1.

PEPS

The Breatheable Remedy
for **COUGHS, COLDS
& BRONCHITIS.**

Robinson & Cleaver's

Handkerchiefs for everybody

are described in our latest list. Handkerchiefs for ladies, gentlemen or children. Plain handkerchiefs for everyday use; quaint designs for the children, lace and embroidered trifles for the dainty woman—and all are offered at direct prices, thus saving the middleman's profit.

No. C.E.8. Ladies' pure linen taped handkerchiefs with hand-embroidered initial. Size about 12 inches, with narrow hem. Per dozen 11/6.

No. D.E.10. Ladies' linen cambric embroidered handkerchiefs. Different designs in each dozen. Size about 12 inches. Per dozen 14/6.

No. D.E.9. Ladies' finest sheer linen handkerchiefs with openwork and dainty lace border. Size about 11½ inches. Per dozen 12/6.

No. H.E.23. Ladies' finest sheer linen handkerchiefs with hand-embroidered and spoke-stitch border. Size about 11½ inches. Each 7/6.

Write to day for Handkerchief List, sent post free with cuttings.

Robinson & Cleaver Ltd.,
40 D., DONEGALL PLACE, BELFAST.

The magic of the
shaded candle abides
in the mellowness
of its light —
PRICE'S CANDLES

The brilliant light of Mazda Lamps suggests life and cheerfulness — darkness gives birth to gloomy thoughts and forebodings.

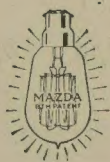


ELECTRIC LAMPS

Where Mazda Lamps are used there is an additional cause for satisfaction — when the small lighting account comes in

From Electrical Contractors
Ironmongers - and - Stores

British Thomson-Houston Co Ltd
77 Upper Thames Street E.C.4

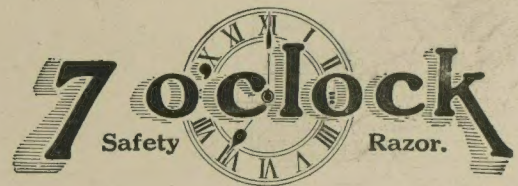


British made in
Rugby, England

For Cheerful Lighting



The only Safety Razor
costing less than a guinea
that can be stropped with-
out removing the blade.



A really dependable razor at a popular price. It opens flat, and can be stropped without removing the blade. This construction also overcomes the difficulty of cleaning, which is the bugbear of so many safety razors.

Strongly made, heavily silvered, and with blades that cannot be surpassed, it is used by many men who could afford a far more expensive razor, but prefer the simple efficiency of the "7 o'clock."

Heavily silver-plated razor, complete in handsome case, with strop in hinged partition, and six finest lancet steel blades (as illustrated) **10/6**

Of all high-class dealers throughout the world.

The Proprietors of the "7 O'CLOCK" SAFETY RAZOR,
61, New Oxford Street, London, W.C.1.



SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET CO.
18 MOORGATE STREET LONDON E.

PANAMA PEARL NECKLETS
From 3 Gns

MOST WONDERFUL REPRODUCTION.
IMITATION IN
PERFECTION.
PERFECTION IN
IMITATION.



Old Gold.
Jewellery.
Bric-à-brac.
Bought or Exchanged.

MACMICHAEL, 49, South Audley Street,
 Grosvenor Square, London, W.1



DRYAD METAL WORK

Hand-beaten Bronze Bowl for Flowers, Fruit, or Nuts
 gin. dia. £1 10 Ctr. pd. Rates quoted to any part of the world.
 Other designs on application. Dryad Works, 17 Dept., Leicester

MATERNITY
 (Finlay's Patents,
 adjustable any size.)
 From

SKIRTS 6gs. to 21s.
GOWNS 14gs. to 6gs.
CORSETS 5gs. to 2gs.

The Lady says:
 "I have seen delightful
 frocks at Finlay's for
 Maternity Wear... very
 cleverly planned, being
 adjustable to any size."
 Free Wonderful Baby Book.
 Catalogues and Patterns Free.
 Babywear, Lingerie, Girds, Etc.
H. FINLAY,
 47, Duke Street, London, W.1.
 (facing Selfridges)
FINLAYS,
 The Maternity House of Gt. Britain

Special Offer of Everbright
BREAD KNIVES
 SHEFFIELD MADE

Just to show you how
 wonderfully keen-
 cutting is Everbright
 Stainless Cutlery we
 offer our 15" Bread
 Knife for 10/- post
 free. This is a most
 useful knife and
 bread-cutting affords
 the best possible test
 of cutting quality.
 Send to-day as the
 supply is limited.

10/- each

*Write for
 Illustrated
 Price List*

EVERBRIGHT, LTD. Department 66,
 104, VICTORIA STREET, LONDON, S. W. 1.

**Claudel-
 Hobson**
CARBURETTERS
H.M. HOBSON LIMITED
29 VAUXHALL BRIDGE RD
LONDON S.W.1

**The Proved
 Best.**

NAPIER

**British
 Built.**

**SIX-CYLINDER
 MOTOR CARRIAGES.**

A NEW DEPARTURE

in Motor Chassis and Engine design is embodied in our

**ONE MODEL FOR 1920:
 40-50 H.P. SIX-CYLINDER NAPIER**

The resultant advantage being—

**REDUCED WEIGHT
 IN ENGINE AND CHASSIS**

ensuring

**GREATER EFFICIENCY
 AND ECONOMY.**

The springing has also received special
 consideration, and the car designed to give

**MAXIMUM COMFORT
 AND SILENCE.**

First appearance at Olympia Motor Exhibition,

NOVEMBER 7-15.

STAND - 73.

Full particulars sent on application.

D. NAPIER & SON, Ltd., 14, New Burlington Street, W. 1.

WORKS: ACTON, LONDON, W. 3.

C. Brandauer & Co.'s Ltd.
**CIRCULAR POINTED
 PENS.**

**SEVEN PRIZE
 MEDALS**



These series of
 Pens neither scratch
 nor spurt. They glide over
 the roughest paper with the
 ease of a soft lead pencil. Assorted
 Sample Boxes, 9d., to be obtained
 from all Stationers. If out of stock, send
 9d. in stamps direct to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.



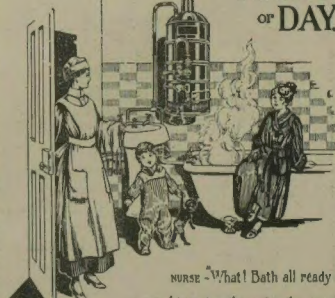
All
 Chemists,
 3/- & 7/-

MOTHERSILL REMEDY CO., LTD.
 19, ST. BRIDE STREET, LONDON, E.C. 4.

**SOLDIERS, SAILORS,
 AIRMEN, NURSES,**
TRAVEL IN COMFORT.
 The only proved Remedy for
SEA AND TRAIN SICKNESS
 is
**MOTHERSILL'S SEASICK
 REMEDY.**

Guaranteed to Prevent and Cure
 or Money Refunded

HOT WATER
 Instantly
 NIGHT
 OR DAY



nurse - "What! Bath all ready?"

BABY - "I turned on the water by myself."

LITTLE GIRL - "And I lit the geyser, its quite safe."

EWART'S GEYSERS.
 346, EUSTON RD LONDON, N.W.1

MENTONE (Riviera)
THE VENISE HOTEL

One of the leading English Family Hotels in Mentone.
 Best situation - full south. Beautiful large garden.
 High-class yet moderate. Since 30 years under
 the management of Mr. A. SOMAZZI, Proprietor.

RELIABLE FURS

All our Furs are of a particularly reliable quality. They are made on the premises under thoroughly hygienic conditions by our own highly skilled furriers, from skins that we can recommend with the utmost confidence. The fit, shape and finish are invariably excellent.

MODEL FUR COAT, with band of Seal Musquash. This model can be copied in Mole Coney with band of Seal Coney, or Grey Squirrel and Seal Musquash, and various other furs.

Debenham & Freebody.

(DEBENHAM & FREEBODY, LIMITED)
Wigmore Street.
(Cavendish Square) London, W.1
Famous for over a Century
for Taste, for Quality, for Value



CHIFFON VELVET TEAFROCK

THESE Teafrocks have been designed to meet the demand for new and inexpensive garments, which at the same time follow the latest movements of fashion both in line and fabric. They are made in our own workrooms from exclusive materials, unsurpassed for quality.

"MARIE" USEFUL AND WARM
TEAFROCK, in rich chiffon velvet,
new long bodice trimmed fur, skirt
caught in at the foot. In a good variety
of fashionable colours and black.

Special Price 6½ Gns.

Write for Catalogue.

HOSIERY

Black Silk Stockings,
Lisle feet and top,
reliable English make.

7/11 per pair.

MARSHALL & SNELGROVE

(DEBENHAM & FREEBODY, LIMITED)
VERE STREET AND OXFORD STREET
LONDON W



BURBERRY COMPLETED KIT

Weatherproofs, Topcoats & Suits

For every phase of Town or Country life, Burberrys have available models of exactly the right character, made in the finest materials obtainable and tailored to perfection by picked West-end craftsmen.

READY TO WEAR

The range of Suits includes practical outrigs for shooting, fishing or golf, lounge suits, morning jackets and evening dress; Overcoats from sporting weatherproofs to sumptuous fur-lined models.

Every Burberry Completed Suit or Coat is made in so many different sizes that any normal figure can be fitted as accurately as by a garment made to individual measurements.

There is no risk of ultimate disappointment with a Completed Model, as the finished effect—fit, colour, material—can be seen and approved before decision.

Illustrated Catalogue sent on application to Postal Department, which ensures that a client can obtain patterns, select models, and be accurately fitted through the post without the trouble of personal attendance.



Every
Burberry
Garment
is labelled
"Burberrys."

The Burberry

Perfectly self-ventilating and entirely free from rubber or other airtight agents, yet supplies dependable protection against wet or cold. Airtight and easy-fitting, it is the ideal safeguard for the sportsman.



Burberry Lounge Suit
Supplied in all sizes, in
Serges, Tweeds, and
Worsted.



The Umbrella Burberry
Combines the services of
a reliable Weatherproof
and becoming Top coat

BURBERRYS

HAYMARKET S.W.1 LONDON

Robinson & Cleaver's NEW CREATIONS IN LINGERIE

OUR Underclothing Department is exceptionally well equipped with New Designs in Lingerie for the coming Season. The stock includes exquisitely designed nightdresses, effective crêpe de chine pyjamas, very pretty lace camisoles, etc.



No. C 82. Bust Bodice, composed of real fillet
insertion and gipure edging and insertion,
ribbon straps, fastening at back. Price 57/9
Sizes 34, 36, 38 in. bust.

No. C 73. Nightgown V-shape. Hand em-
broidered on nunsveiling—no opening. Price 29/9

A copy of our
New Season's List
will be sent post
free on request.

Robinson & Cleaver, Ltd., The Linen Hall,
REGENT ST., LONDON, W.1.



RAINHARD DEXTER
notes the gathering storm, sends forth his proud challenge, asks no quarter

Like every other thorobred, the Dexter Weathercoat has its distinctive points. They are, briefly—proofing, positive and permanent . . . exclusive fabrics . . . exclusive style . . . and fine craftsmanship in the tailoring details. These qualities ensure "quality" . . . and quality in a weatherproof is true economy.

DEXTER
WEATHERPROOF
Leading Outfitters Everywhere

WALLACE SCOTT & CO.
CATHCART, GLASGOW
WHOLESALE ONLY.




B.S.A.
MOTOR BICYCLES
For Solo and Sidecar



THE FAR EAST.
In Burma the difficulties which face the Motorcyclist are many. Tropical rain-fall, jungle paths, and steep ravines make a reliable machine a necessity. The Subadar Major (in the sidecar) of the Chindwin Battalion of the Burma Military Police is seen here taking his first motor-cycle ride, on a B.S.A. Combination.

Send for Catalogue.

THE BIRMINGHAM SMALL ARMS CO LTD
SMALL HEATH BIRMINGHAM



Paris Models in Furs.

Revillon Frères
(LONDON) LIMITED.

180, Regent Street, London, W.1.

PARIS NEW YORK